

# TROLLEYS TO CANOBIE LAKE PARK

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## MASS. NORTHEASTERN ST. RY.

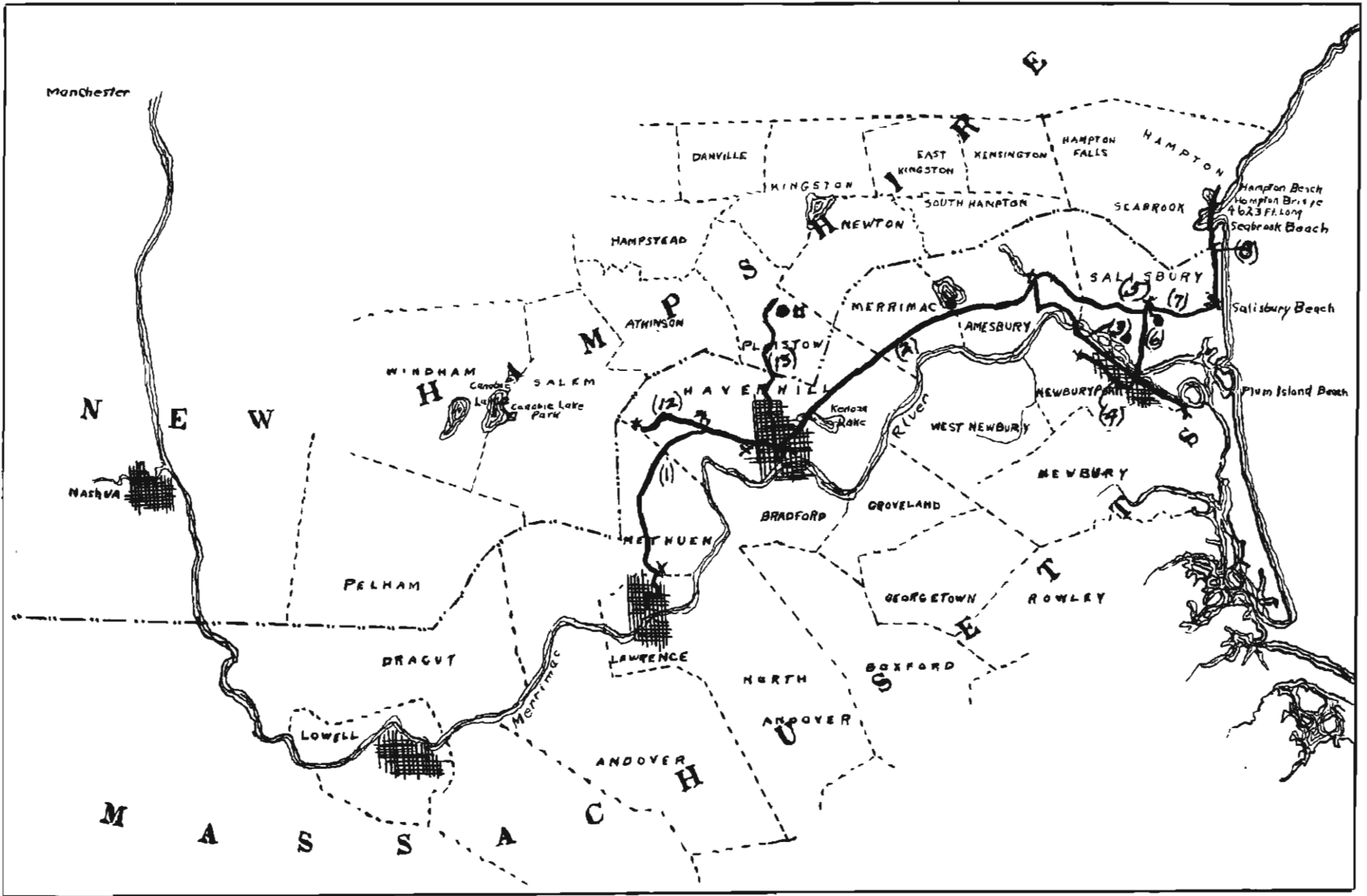
VOL. 4

### SALEM DIVISION

O. R. CUMMINGS



*Front Cover Photo*  
 This publicity photo, showing No. 105 outbound from Canobie Lake Park, was taken by the late Walter R. Merriman, one of Haverhill's premier photographers for many years. Several other Merriman photos have been used in this Northeastern series.



This map shows all that remained of the Mass. Northeastern's rail lines when buses took over in 1930.

## INTRODUCTION

"Trolleys to Canobie Lake Park" is the story of the Massachusetts Northeastern Street Railway's Salem (or Western) Division, which, in its heyday, had some 56 miles of track connecting the Merrimack Valley cities of Haverhill, Lawrence, Lowell and Nashua and serving the intermediate towns of Salem, Pelham and Hudson, N. H., and Methuen and Dracut, Mass. Created during the 1900-03 period through the construction of the Haverhill & Southern New Hampshire, the Lawrence & Methuen and the Lowell & Pelham Street Railways and the Hudson, Pelham & Salem Electric Railway, it was, in effect, a system by itself, featuring a fine network of medium-speed cross-country lines running over a substantial amount of private right of way. Unfortunately, except for the cities, much of its territory was rather sparsely populated, and while most of its routes did a heavy and profitable business in summer, the overall patronage during other seasons of the year left much to be desired.

The major reason for the heavy summer traffic was Canobie Lake Park, located on the shore of Canobie Lake in Salem. Developed for the primary purpose of generating and stimulating pleasure riding and excursions on the Salem Division's lines, this popular amusement resort was first opened to the public in August 1902 and annually thereafter played host to thousands and thousands of visitors, most of whom, until shortly after the World War I years, traveled to and from the park on the trolley cars.

Salem Division employes in all categories considered themselves as "railroaders" and a step above the "street railway men" on the Northeastern's other three divisions. There was a certain *esprit de corps* which was manifested by the motormen and conductors who took great pride in their personal appearance and in on-time and accident free performance, and by the barnmen and shopmen, who made certain that the cars were properly maintained and kept clean inside and out. Because of the substantial amounts of private right of way and with excellent power conditions prevailing, the Salem Division's routes maintained the highest average running speed of any on the Northeastern system, and even in the most adverse weather conditions, such as heavy winter snow storms and blizzards, service doggedly was continued as long as possible — and was resumed just as quickly as the powerful snow plows assigned to its carhouses could clear the lines.

The division remained intact until 1923 and 1924 when the lines west of Salem — from Pelham to Dracut and Lowell and from Salem to Pelham, Hudson and Nashua — were abandoned. Because of increasing automobile competition, patronage of what routes were left gradually declined and resulted in further abandonments in 1929. By 1930, when the Northeastern substituted buses for trolleys on its remaining lines, only 13½ miles of Salem Division trackage still was being operated.

But although the trolley cars are long gone, Canobie Lake Park has survived and is one of the few former street railway amusement resorts still in existence in the United States, having outlived many larger and more pretentious recreation areas of its type. An aggressive and progressive private manage-

ment, particularly during the past few years, has catered to the public in every possible way. Many new attractions have been added and an extensive advertising and promotion campaign has been maintained. The present owners have every reason to look to the future with confidence.

\* \* \* \* \*

This history of the Salem Division is divided into six chapters, the first outlining the promotional activities during 1899-1901 which led to the division's creation. The second chapter is concerned with the 1900-1903 construction period, while the third chapter deals with the opening of the various lines and presents detailed descriptions of Canobie Lake Park. The fourth chapter describes the operations of the division during its heyday — from 1902 through 1919 — while Chapter 5 is entitled "Fares." The final chapter covers the declining years, from 1920 until the 1930 motorization.

### *Acknowledgments*

It is practically impossible to name all those who have contributed the information and/or pictures which have made possible the publication of "Trolleys to Canobie Lake Park." Among them were Robert L. Tessimond, John A. Pattee, Herbert L. Clark, Arthur L. Butterfield, Howard C. Smith, Edward C. Blodgett, Roy W. Purington, Clyde Aldrich, Angus Tuck, George Harden, Jack Welch and Ivan C. Reed Sr., all former Salem Division employes, most of whom are now deceased.

Others who provided photos were Charles C. Holt of Saugus, Mass.; Theodore Santarelli de Brasch, president of the New England Electric Railway Historical Society, Inc.; Charles A. Duncan of Danvers, Mass.; Gerald F. Cunningham of Silver Spring, Md.; Carl L. Smith of Norwood, Mass.; Dr. John O. Brew of Cambridge, Mass.; the Haverhill Public Library and the Salem Historical Society.

Francis J. Welch of Methuen, Mass., did a large amount of research in the Lawrence newspapers, and much additional information came from files of the *Haverhill Gazette*. The dockets of the New Hampshire Public Utilities Commission provided much data on abandonments, and official records of the Northeastern itself were consulted where available.

While this fourth volume concludes the historical presentation on the Northeastern system, an additional offering, "Trolleys of the Northeastern," will be published at a later date. This will be primarily a pictorial, containing photos of the various types of cars in regular use as well as views which were crowded out of previous volumes, due to space limitations, and pictures acquired since the series started. It also will contain a complete roster of rolling stock and scale drawings of three types of cars.

Many of the pictures reproduced in this volume are not of the best quality, but for some reason, Salem Division photos are none too plentiful and it has been necessary to use such as were available.

Jan. 1, 1967

New England Electric Railway Historical Society, Inc.

O. R. Cummings, Historian

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White's Corner was the Haverhill terminal of the Salem Division. Here's one of the Laconia semi-convertibles of 1916 waiting to depart for Lowell.

The tower of the Haverhill City Hall looms in the background in this view of No. 100 at White's Corner.



Looking down Main Street toward White's Corner, Haverhill. A Northeastern open is making the turn from Main Street onto Winter Street.

## Chapter I

### PROMOTION

1899 - 1901

As the Amesbury Division was created through the efforts of Wallace D. Lovell, the Salem Division of the Massachusetts Northeastern Street Railway largely came into being through the promotional activities of Charles E. Barnes of Malden, Mass., who, early in 1899, proposed the construction of street railway lines which would link the Bay State cities of Haverhill and Lawrence with Nashua, N. H.

(At the time, Barnes was president of the Haverhill, Georgetown & Danvers Street Railway which extended from Haverhill through Bradford and South Groveland to Georgetown, and of the Georgetown, Rowley & Ipswich Street Railway, which proposed to build — and did build — from Georgetown through Byfield and South Byfield to Newburyport and from South Byfield to Rowley and Ipswich.)

The first of three companies organized to build these lines was the Hudson, Pelham & Salem Electric Railway, chartered by the New Hampshire Legislature on March 7, 1889. This was followed by the Lawrence & Methuen Street Railway, the articles of association of which were signed on June 1, 1899, and by the Haverhill & Southern New Hampshire Street Railway, which came into being as a provisional corporation on September 18.

The Haverhill & Southern New Hampshire was to extend from downtown Haverhill, through the West Parish and Ayers Village sections of the city and a corner of Methuen to the New Hampshire state line at Wilson's Corner, Salem. Here it was to connect with the Hudson, Pelham & Salem, which was to build on from the state line through Salem and Pelham to Hudson, across the Merrimack River from Nashua. The Lawrence & Methuen proposed to build from downtown Lawrence through Methuen to the New Hampshire state line at Pelham, there to connect with a branch of the Hudson, Pelham & Salem.

\* \* \* \*

Locations of the Haverhill & Southern New Hampshire in Haverhill were approved by the mayor and aldermen of that city on March 1, 1900, the franchises calling for the construction of a single track line, with necessary turnouts, from White's Corner (the junction of Main, Merrimack and Water Streets) through Main and Winter Streets to Lafayette Square (the intersection of Winter and Essex Streets, Hilldale Avenue and Broadway) and out Broadway (the present Route 97) to the Methuen boundary. It was stipulated that girder rail and iron poles should be used from White's Corner to Lafayette Square; that the road should be completed and ready for operation by December 1, 1900, and that no more than a five cent fare should be charged within the corporate limits of the city.

Methuen selectmen approved the route of the Haverhill & Southern New Hampshire in that town on February 14, 1900. The company was authorized to build along Ayers Village Road (also a part of the present Route 97) from the Haverhill city line to the New Hampshire boundary. The trackage was to be complete and ready for operation by October 1 of that year.

The locations of the Lawrence & Methuen Street Railway in Lawrence, granted December 26, 1899, began at Essex and Hampshire Streets and extended up Hampshire Street and through Center Street to the Methuen town line. The franchise called for the use of 90 lb. girder rail and a fare of not more than three cents for school children at all times and for all passengers between the hours of 5 and 7 a. m. and 5 and 7 p. m.

Locations of the Lawrence & Methuen Street Railway in Methuen, granted February 17, 1900, began on Center Street, at the Lawrence city line, and extended through Center, Merrill and Brown Streets to Broadway; along Broadway to Oakland Avenue; through Oakland Avenue and Railroad Street to Lowell Street at Railroad Square; across Lowell Street to Pelham Street, and along Pelham Street to Marsh's Corner, the Methuen Town Farm and Hampshire Road. A time limit of October 1 was set for completion of the road and as in Lawrence, the company was to provide three cent fares for workmen and students.

(From Hampshire Road, the Lawrence & Methuen was to run over private right of way to the New Hampshire boundary to connect with the HP&S branch from Pelham.)

The Lowell, Lawrence & Haverhill Street Railway already operated a single track along Broadway, Methuen, and the L&M's franchise authorized it to move this track and lay its own rails alongside. The LL&H objected to this provision and it was not until June 1901 that an agreement was reached by the two companies. This called for the LL&H to lay double iron along Broadway and for the L&M to build straight out Center Street from the Lawrence boundary to Broadway, the locations in Merrill and Brown Streets being abandoned. The L&M was to have trackage rights over the LL&H between Center Street and Oakland Avenue, a distance of .225 mile.

(The double track on Broadway, as ultimately completed, extended all the way from Water Street in downtown Lawrence to Post Office Square, Methuen.)

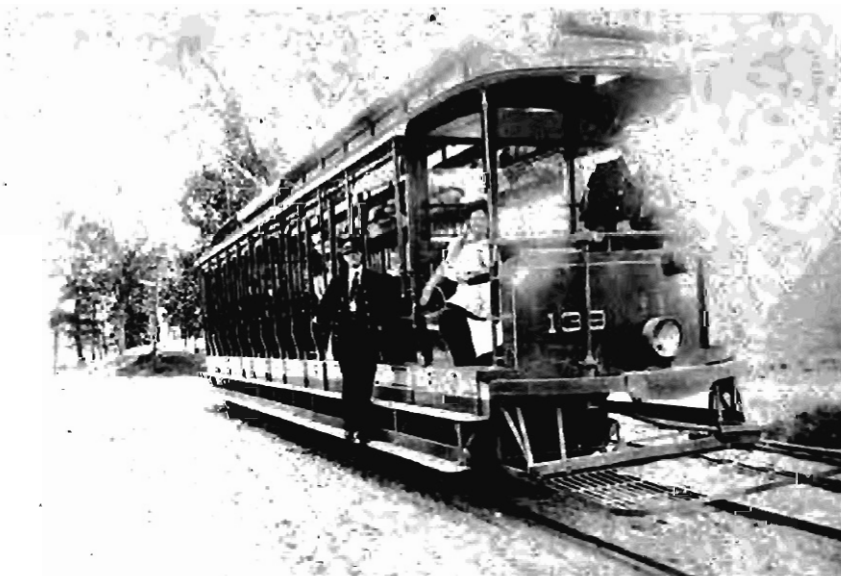
With all of its franchises obtained, the Haverhill & Southern New Hampshire received its charter of in-



A Northeastern trolley sneaked into the picture as photographer G. E. Dodge was snapping view of Haverhill's new motorized fire apparatus in front of the City Hall.



No. 100 on Winter Street, Haverhill, at the Boston & Maine crossing about 1905. The railroad tracks through Haverhill were elevated a year later.



No. 139, Laconia 14 bench open, at Martin's Siding on Broadway, Haverhill.

corporation on August 3, 1900, that of the Lawrence & Methuen being issued more than a month later, on September 21.

\* \* \* \*

Hearings on the proposed locations of the Hudson, Pelham & Salem Electric Railway were conducted during late June 1900 and, as approved, the route began at the intersection of Webster, Ferry and Central Streets in Hudson; followed Ferry Street for about a mile, and then struck out over private right of way extending to Hudson Center.

At Hudson Center, the HP&S was to bore under the tracks of the Worcester, Nashua & Portland Division of the Boston & Maine Railroad; cross the present Route 111 at grade, and then extend over private right of way again, ascending and descending several hills, to Mammoth Road (Route 128) at North Pelham; follow Mammoth Road for about a mile, and then continue over still more private land to Pelham Center.

Leaving Pelham Center after a short stretch of street running, the HP&S, once more on private way, was to cut across country, crossing the present Route 88 twice before curving northeasterly to cross Policy Road and join Main Street, Salem, near its intersection with Pelham Road.

From Pelham Road, the HP&S was to run along the southerly side of Main Street, crossing the Manchester-Lawrence branch of the Boston & Maine at grade at Salem Depot, and continue on through Salem Center to a connection with the Haverhill & Southern New Hampshire at the state line at Wilson's Corner.

A branch was to extend from the Titcomb Farm in Pelham, about midway between Pelham Center and Salem Depot, in a southeasterly direction over private right of way to the Massachusetts boundary and a connection with the Lawrence & Methuen.

Authority to effect the grade crossing of the B&M at Salem Depot was granted by the New Hampshire Railroad Commissioners on January 29, 1901, and about two weeks later, on February 11, the HP&S was given permission to construct a side track from the B&M, across the present Broadway, to the site of a proposed power station near Policy Brook.

The charter of the Hudson, Pelham & Salem, which was originally granted for two years, was extended for another two years by an act of the New Hampshire Legislature on February 1, 1901. On March 20, 1901, another legislative act authorized the HP&S to take under lease the Haverhill & Southern New Hampshire and the Lawrence & Methuen Street Railways for a period not to exceed 99 years, and during May of the same year, the Massachusetts General Court empowered both the Haverhill & Southern New Hampshire and the Lawrence & Methuen to lease their properties to the Hudson, Pelham & Salem.

The three roads were to be run as a unified system, with the Hudson, Pelham & Salem as the operating company.

• \* \* \*

Control of the Haverhill & Southern New Hampshire, the Lawrence & Methuen and the Hudson, Pelham & Salem was gained by the syndicate headed by Wallace D. Lovell during mid 1901 and shortly thereafter, Lovell proposed the construction of three additional routes.

The first of the new routes was to extend from Haverhill through Methuen to Lawrence and was to be built by the Haverhill & Southern New Hampshire and the Lawrence & Methuen Street Railways; the second, to be built by the Lawrence & Methuen and the Hudson, Pelham & Salem, was to extend from Methuen to the site of a projected amusement resort on the shore of Policy Pond (now Canobie Lake) in Salem, while the third, to be constructed by the Hudson, Pelham & Salem and a new company, the Lowell & Pelham Street Railway, was to extend from Pelham through Dracut, Mass., to the Lowell boundary.

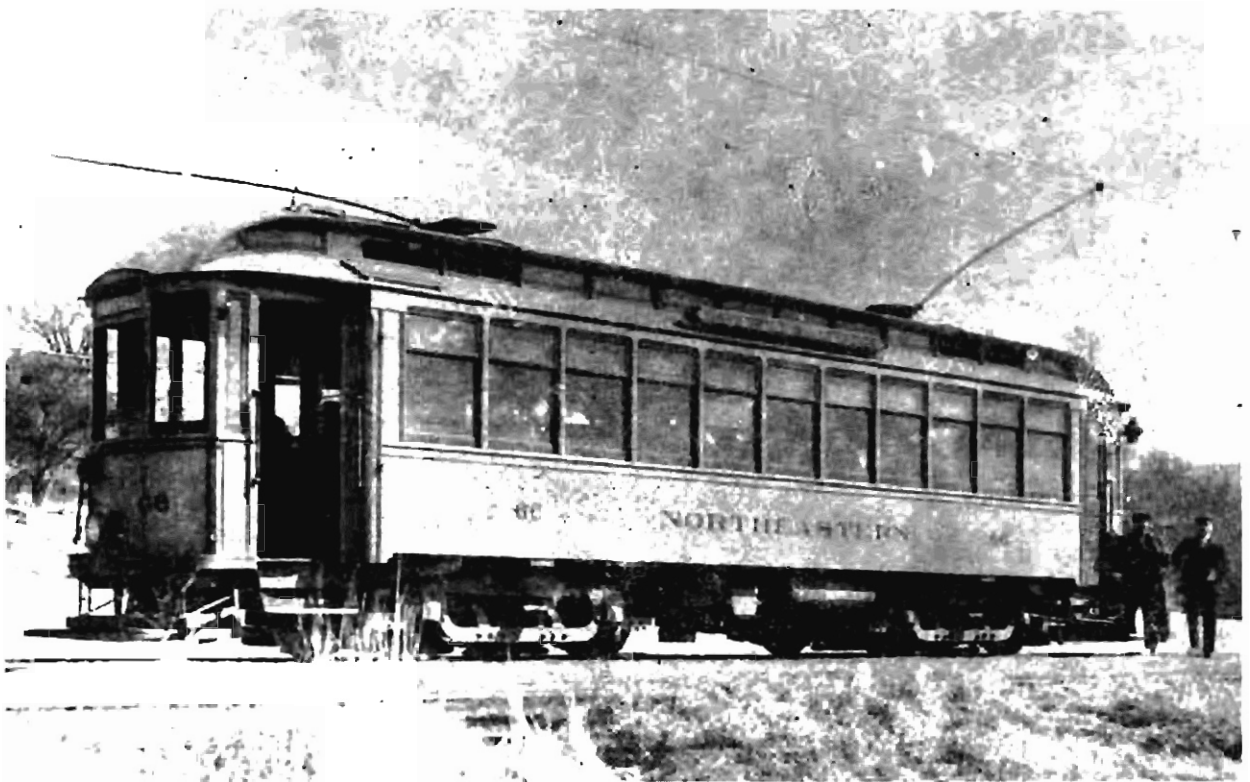
(The amusement resort, Canobie Lake Park, was constructed during 1901 and 1902 and shortly after its opening in August of the latter year, it was turned over to the Canobie Lake Company, a Maine corporation organized on December 23, 1902.)

Franchises for the Haverhill-Methuen-Lawrence route were issued by the cities of Lawrence and Haverhill and the town of Methuen during the spring and summer of 1902. The line was to begin at Haverhill Junction (on Broadway, Haverhill, near Forest Street) on the H&SoNH main line and extend over private right of way, skirting West Meadow and Scotland Hills and crossing the Methuen boundary at North Street, to a point on Howe Street, Methuen, near Maple Street.

Running along the north side of Howe Street to Marston's Corner, the line was to continue along the north side of Jackson Street into Lawrence; over private land to Bruce Street, and on Bruce Street, Erving Avenue, Short Street, Elm Street and Pine Street to Breen's Corner on Hampshire Street. Crossings of the Boston & Northern Street Railway (successor to the Lowell, Lawrence & Haverhill) were to be effected at Bruce and Berkeley Streets and at Elm and Lawrence Streets in Lawrence.

(The trackage from Haverhill Junction to the Methuen town line was to be owned by the Haverhill & Southern New Hampshire and the balance of the route by the Lawrence & Methuen.)

The proposed Methuen-Salem line was to leave Pelham Street, Methuen, at a point later known as Methuen Junction, a short distance west of Cross Street; extended in a northerly direction over private right of way and beside Lawrence Road for a short distance to the New Hampshire state line at Hampshire Road, and, entering Salem, continue on private



Running on the Haverhill-Lawrence line, No. 66 is shown at Haverhill Junction about 1920.



No. 98, bound for Lowell, runs along Broadway, Haverhill, between Martin's Siding and Haverhill Junction in August 1905. This section of the main line was double tracked during the 1908-10 period.



land past Mt. Ararat, so-called, and across the main Salem-Pelham road (at Hall's Crossing) to connect with the original HP&S route at a junction later known as Point A.

Resuming at the intersection of Policy and Pelham Roads, at what later became Point B Junction, the new route was to cross Policy Road and continue northwesterly and northerly on private right of way to the Canobie Lake Park grounds.

(The Lawrence & Methuen was to own the trackage from Methuen Junction to the state line, and the Hudson, Pelham & Salem, the trackage from the state line to Canobie. Double iron was to be constructed from Hall's Crossing to the park, where a large double track loop was to be provided.)

The tracks on Main Street, Salem, were to be extended in a westerly direction from Pelham Road to and across Policy Road and onto private land to connect with the Canobie Lake Line at a junction known as Point C. The junction of Main Street and Pelham Road subsequently was designated Point D.

Meanwhile, the Lowell & Pelham Street Railway filed its articles of association with the Massachusetts Secretary of State on December 28, 1901 and on June 2, 1902, the road was granted its locations in Dracut. Nearly two months later, on July 31, the company received its corporate charter.

As laid out, the Lowell & Pelham was to begin at the end of the Moody Street line of the Boston & Northern's Lowell Division at the Lowell-Dracut boundary and extend through the center of Moody Street to Meadow Road, where it was to enter private right of way cutting across country to Break Neck Hill Road.

Running beside Break Neck Hill Road to Mammoth Road, the line was to parallel Mammoth Road to the New Hampshire boundary, crossing the Lowell-

Nashua line of the Boston & Northern at Lakeview Avenue in the Collinsville section of Dracut.

From the state line, a Hudson, Pelham & Salem branch was to follow Mammoth Road a short distance and then curve northeasterly to run beside a narrow country road and over some short stretches of private right of way for about three miles through a level terrain. The tracks were to enter Pelham Center via Bridge Street and connect with the HP&S main line at a wye, making it possible for cars from Lowell to run through to either Nashua or Haverhill.

(The branches from Pelham Center to the connection with the Lowell & Pelham and from Canobie Lake Park to the state line at Methuen, as well as the trackage from the Titcomb Farm to the state line above the Methuen Town Farm, all were constructed by the Hudson, Pelham & Salem without the permission of the New Hampshire Supreme Court, as required by state laws in effect in 1902-03, and it was not until September 1914 that the lack of authorization was discovered. The existence of these branches was validated by the State Public Service Commission on the 30th of that month.)

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One other road that must be mentioned in this chapter is the Derry & Pelham Electric Railway, chartered by the New Hampshire Legislature on February 7, 1899 and authorized to build from Derry through Londonderry, Windham and Pelham to "some point" on the Massachusetts state line. Organized by the same interests as the Hudson, Pelham & Salem, this proposed road was to connect with the Chester & Derry Railroad in West Derry and was to cross the HP&S in Pelham. The charter was extended for two years on February 1, 1901 but no serious effort to construct the line appears to have been made, and when the extended charter expired in 1903, it was not renewed.



Car following flags are worn by No. 108, shown in front of the Salem carhouse.



No, the trolley didn't hit the automobile. The street car came along just after the auto, proceeding south on the present Route 28, apparently blew a tire and crashed into a pole. The accident occurred about 1912.

*The Square, Salem Depot, N. H.*

A Haverhill-bound car crosses Broadway, the present Route 28, at Salem Depot.



*Main St. looking East, Salem Depot, N. H.*

The Salem depot of the Boston & Maine is at the left in this view on Main Street.

## CONSTRUCTION

1900 - 1903

Construction of the Haverhill & Southern New Hampshire Street Railway began on September 4, 1900 when grading commenced at Lafayette Square, Haverhill, and before cold weather came and work was suspended for the winter months, the company had almost completed track laying between the square and Wilson's Corner, a distance of nearly six miles, for which the contractor, Charles E. Barnes, was paid more than \$40,000. The tracks, laid with 60 lb. rail, ran along the north side of Broadway to a point in the vicinity of Lowell Avenue, where they curved to the south side of the road and continued on to the state line. The overhead trolley wire is believed to have been erected at the same time, side bracket suspension, with wooden poles, being employed.

Barnes also was the contractor for the Lawrence & Methuen, which started laying 90 lb. rail on Hampshire Street, Lawrence, on September 24, the tracks being completed from Essex Street to Center Street, about a mile, in a week's time. The rails were laid in the center of the street the entire distance. Evidence is that no attempt was made to erect the overhead, which was to be supported by span wires suspended from iron poles on both sides of the street.

Both the Haverhill & Southern New Hampshire and the Lawrence & Methuen hired as much local labor as possible to build their trackage, men applying for employment being required to produce poll tax receipts as proof of residence.

Some grading was accomplished by the Hudson, Pelham & Salem during the fall of 1900 but little else was done. The *Street Railway Journal* of February 9, 1901 reported that Ellison Doran of Melrose, Mass., had been awarded the contract to complete the grading on the HP&S in time to permit the start of track laying on April 1, but there is evidence that Doran did not perform any actual work. Track laying certainly did not start as scheduled and, as a matter of fact, when the spring of 1901 came, no attempt was made to resume construction of the Haverhill & Southern New Hampshire or the Lawrence & Methuen. The principal reason appears to have been the lack of funds for Promoter Barnes was none too successful in his efforts to obtain financial backing — and he was only too happy to convey his interests in the three roads to Wallace D. Lovell on or about July 31, 1901.

Lovell wasted no time in getting the ball rolling again and shortly after he gained control, contracts for the completion of the Haverhill & Southern New Hampshire and the Lawrence & Methuen Street Railways and the construction of the Hudson, Pelham & Salem Electric Railway were awarded to Lovell's promotion agency, the Massachusetts Construction Company. This concern planned to do the work itself

instead of engaging sub-contractors but finally resorted to the latter course. Franklin Woodman, formerly general superintendent of the Lowell, Lawrence & Haverhill Street Railway, who joined the Lovell organization in mid-1901, was placed in charge.

(Woodman was a man of many years experience in the street railway industry, having begun his career in 1877 as a starter on the Metropolitan Railroad of Boston. Four years later, he was named a division superintendent on the Metropolitan and retained that position when the Metropolitan was absorbed by the West End Street Railway in 1887. Two years later, in 1889, he was named superintendent of the Union Street Railway of New Bedford, and in 1892, he joined the Haverhill & Groveland Street Railway to supervise its electrification. The Haverhill & Groveland was merged with the Lowell, Lawrence & Haverhill in 1898 and Woodman remained with the LL&H until its absorption by the Boston & Northern Street Railway in 1901.)

Grading was resumed in late August or early September and as soon as sufficient construction materials were on hand, rail laying and overhead wire erection began. At about the same time, carhouse sites in Salem and Pelham were purchased and orders for passenger equipment were placed with the Laconia Car Company of Laconia, N. H., snow plows being ordered from the Taunton Locomotive Works of Taunton, Mass. Contracts for electrical equipment were awarded to both General Electric and Westinghouse.

Once construction got under way again, progress was quite rapid and the standards followed were rather high. Both 60 and 70 lb. T rail in 60-foot lengths, with Weber joints, were used in the country, and in the cities, 90 lb. girder rail was laid where the streets were paved. Each rail joint was double bonded. Chestnut ties were used, being spaced on two-foot centers, and curves were banked to permit relatively high speed operation. Both crushed rock and gravel were employed as ballast, being hauled in dump cars pulled by diminutive steam locomotives which formerly had been operated on the Manhattan Elevated Railway in New York City. Iron and chestnut poles were erected to support the overhead wire, which was of No. 00 hard-drawn copper and was suspended mostly from side brackets. Poles also carried cross-arms for the direct current feeders and for telephone and signal wires. The telephone system was supplied by the Western Electric Company while the automatic block signals, of the non-counting type, were furnished by the United States Electric Signal Company of Newton, Mass.

The progress of construction on the Hudson, Pelham & Salem, the Haverhill & Southern New Hamp-



These two views, taken between Gerrish Avenue and Meadow Road, Lowell, in 1902, are scenes of typical private right of way on the Salem Division.



shire and the Lawrence & Methuen was reported as follows on December 31, 1901:

#### HUDSON, PELHAM & SALEM

4 miles of track completed  
2¾ miles of overhead completed  
¾ mile of track laid but not surfaced or lined  
Large amount of grading between Pelham and Hudson completed

Practically no work done on branch lines

Future Work: Completion of grading.

Construction of 14½ miles of track\*

Building bridge over Beaver Brook, Pelham

Construction of overhead trolley and feeder system, with lightning protection and telephone

Complete construction of branches.\*

(\*The main line, from Hudson to Wilson's Corner, was to be constructed with 60 lb. T rail, as also was the branch from the Titcomb Farm to the state line at Methuen. Both the Pelham Center-Dracut branch and the Canobie Lake Park line were to be built with 70 lb. T rail.)

#### HAVERHILL & SOUTHERN NEW HAMPSHIRE

2,746 feet of 90 lb. girder rail in place, laid in Belgian block paving.

24,950 feet of 60 lb. T rail laid.

36 iron and 291 wooden poles up, carrying 24,950 feet of 2/0 trolley wire and 25,958 feet of 4/0 feeder.

Future Work: 34 iron poles still to be ordered and 6,320 feet of trolley wire to be erected.

Laying 1,445 feet of 9 in. girder rail and installation of special work at Lafayette Square, Emerson Street and City Hall, Haverhill.

Ballasting portion of suburban line.

Construction of 1.62 miles of suburban line to connect with the Lawrence & Methuen (on the Haverhill-Lawrence route.)

#### LAWRENCE & METHUEN

6,752 feet of 9 in. girder rail laid in pavement.  
22,729 feet of 60 lb. T rail completed.

6,112 feet of 2/0 trolley wire cross suspension in place on 99 iron poles, carrying 2,600 feet of insulated 4/0 feeder.

5.67 mile extension connecting with Haverhill & Southern New Hampshire (on Haverhill-Lawrence route) not accurately located as yet.

1.247 mile extension toward Canobie Lake Park in same condition.

Future Work: Lay 2,310 feet of 9 in. girder rail, a considerable portion of which will be special work and which includes connections with Boston & Northern Street Railway on Broadway, Methuen.

Probable laying of 4,700 feet of Belgian block paving and paving of eight street crossings in Methuen.

Completion of overhead system.

Construction of 6.91 miles of city and subur-

ban work, with special bridge construction and paving.

On this same date, large quantities of construction materials were on hand at Salem, Hudson, Windham and other points preparatory to the resumption of work when weather permitted in the early spring.

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Construction undertaken in Haverhill during late 1901 and early 1902 included the completion of the Haverhill & Southern New Hampshire's trackage in the city proper, 90 lb. girder rail being laid from a connection with the Boston & Northern Street Railway at Main and Winter Streets, near City Hall, through the center of Winter Street to a grade crossing of the main line of the Boston & Maine's Western Division near Hale Street, and from the opposite side of the crossing to and through Lafayette Square to Broadway.

The H&SoNH sought to cross the B&M tracks at grade but permission was denied by both the municipal authorities and the Railroad Commissioners. It was not until 1906 that a connection between the two segments of the line was finally effected — after the elevation of the B&M tracks through Haverhill.

Arrangements were made to run over the Boston & Northern tracks from the Haverhill City Hall to White's Corner, a distance of .05 mile, and a wye connection between the Haverhill & Southern New Hampshire and the Haverhill & Plaistow was effected at Winter and Primrose Streets. There was a crossing of the Haverhill & Amesbury at the intersection of White and Emerson Streets with Winter Street and at Lafayette Square, the H&SoNH crossed the Hilldale Avenue line of the Boston & Northern, the tracks of the two companies running parallel a short distance. The railway crossed the highway bridge over the Little River on Winter Street, Haverhill, and built its own span across Creek Brook, on Broadway near Haverhill Junction.

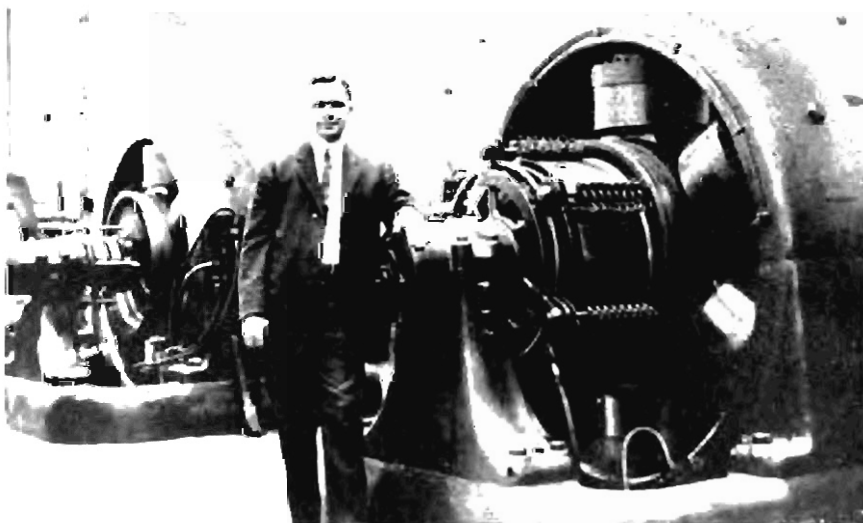
A certificate of safety for the trackage along Winter Street, from Main Street to Primrose Street, a distance of about 2,000 feet, was granted by the Massachusetts Railroad Commissioners on April 16, 1902, and on July 1, a certificate of safety for the balance of the Haverhill & Southern New Hampshire's completed trackage — to the state line at Wilson's Corner — was issued. A little more than five months later, on December 12, a certificate of safety was granted for the H&SoNH portion of the new Haverhill-Lawrence line — from Haverhill Junction to the connection with the Lawrence & Methuen at the Methuen boundary.

Additional trackage for the Haverhill & Southern New Hampshire was authorized on July 17, 1902 when the Haverhill mayor and aldermen granted locations for a .31 mile branch from Winter Street through Locust Street, across Essex Street, and along Granite Street to Railroad Square at the Boston & Maine depot. However, construction was not under-



The Salem carhouse shortly after its completion in 1902. The lineup of opens indicates that a busy day is expected.

Substation operator William G. Horsch, now of Woodbury, N. J., at the alternating current panel in the Salem rotary station.



Two of the three rotary converters show in this interior view of the Salem substation. The operator is Bill Barlow.

taken during 1903 and upon receipt of a certificate of safety on August 6, the branch was turned over to the New Hampshire Traction Company's Eastern Division for operation.

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Construction work on the Lawrence & Methuen was centered in Methuen during the spring of 1902, with crews placing particular emphasis on the trackage from Broadway through Railroad Square to Methuen Junction and the state line at Salem to connect with the Hudson, Pelham & Salem's branches from Point A to the state line and to Canobie Lake Park. This was pushed with all possible speed and on August 19, 1902, the 4.57 miles of track were inspected by a representative of the Railroad Commissioners, who issued the necessary certificate the following day.

Attention then was turned to the Lawrence & Methuen's section of the Haverhill-Lawrence line, the contract for the construction of which had been awarded to H. Gore & Company of Boston. This was complete by early December, a certificate of safety being granted on the 12th of that month. H. Gore & Company also was granted the contract to build the trackage from Methuen Junction to the Methuen Town Farm and the state line at Pelham and a certificate of safety for this was issued on April 27, 1903.

\* \* \* \*

During early 1902, construction crews on the Hudson, Pelham & Salem concentrated their efforts on completing the trackage from the connection with the Haverhill & Southern New Hampshire at Wilson's Corner to Salem Center, Salem Depot and Canobie Lake Park and from Canobie Lake Park southerly to the state line at Methuen to connect with the Lawrence & Methuen. They then turned their attention to the line extending westerly from Point A Junction to Pelham Center, North Pelham, Hudson Center and Hudson, the branch from Pelham Center to the state line at Dracut to connect with the Lowell & Pelham being constructed later. Probably the most difficult construction of all was that between Hudson Center and Mammoth Road in North Pelham due to the several steep grades encountered.

At the junction of Ferry and Central Streets in Hudson, the Hudson, Pelham & Salem connected with the Nashua Street Railway, which was leased to and operated by the Boston & Northern, and in accordance with a trackage rights contract signed on June 18, 1901, arrangements were made for HP&S cars to run over Nashua Street Railway trackage across the Taylor Falls bridge spanning the Merrimack River and through East Hollis, Temple and East Pearl Streets to Tremont Square on Main Street, Nashua, a distance of 1.19 mile.

Quite a bit of bridge construction was involved in building the HP&S, two I-beam spans, with concrete abutments, being erected across the Spicket River in Salem, a short distance west of Wilson's Corner. There was a 14-foot I-beam bridge over Policy Brook

south of Hall's Crossing, Salem, and a 19 ft. 9 in. two-span I-beam bridge was built across Beaver Brook, a short distance east of Pelham Center. The HP&S also constructed the underpass crossing of the Boston & Maine at Hudson Center.

The branch from the Titcomb Farm (afterward known as Titcomb's Junction) in Pelham to the Massachusetts state line at Methuen to connect with the Lawrence & Methuen was not completed until April 1903, probably being opened on the same day the L&M received a certificate of safety for the trackage from Methuen Junction to the state boundary. This branch, incidentally, ran over private right of way the entire distance from the junction to the state line, 1.45 miles.

\* \* \* \*

Construction of the roadbed between Pelham Center and the Lowell-Dracut boundary was begun during August 1902 by H. Gore & Company. Only a little more than six miles of track had to be built and no difficult engineering problems were involved. Work progressed speedily and a certificate of safety for the 3.31 miles of Lowell & Pelham trackage was granted October 2, the HP&S portion of the route, 3.14 miles, being completed at the same time.

As of Sept. 30, 1903, the Haverhill & Southern New Hampshire, the Hudson, Pelham & Salem, the Lawrence & Methuen and the Lowell & Pelham roads owned a total of 49.315 route miles, plus 1.722 mile of second track and 1.959 miles of sidings and turnouts, for a single track equivalent of 52.996 miles, of which 20.132 miles were on private right of way. There also were 3.235 miles of trackage rights over the Boston & Northern Street Railway. Route and track mileages of the four companies were as follows:

	Route Miles	Second Track	Sidings & Trackage		Private Way
			Turnouts	Rights Total	
H&S					
NH	7.892		.296	.05	8.238
HP&S	25.738	1.722	1.075	1.19	29.725
L&M	12.518		.437	.225	13.180
L&P	3.167		.151	1.770	5.088
Total	49.315	1.722	1.959	3.235	56.231
					20.132

The Haverhill & Southern New Hampshire, the Lawrence & Methuen and the Lowell & Pelham Street Railways all were leased to the Hudson, Pelham & Salem Electric Railway for terms of 25 years as of January 1, 1904, the agreements being approved by the Massachusetts Railroad Commissioners on February 25. However, these leases actually were only of short duration, being cancelled almost immediately after the Hudson, Pelham & Salem was placed in receivership on December 11, 1904 as a result of a serious accident in Pelham in September of the previous year.

#### CARHOUSES AND SHOPS

Two large carhouses, one in Salem and the other in Pelham, were constructed for the Hudson, Pelham & Salem Electric Railway during the spring and sum-

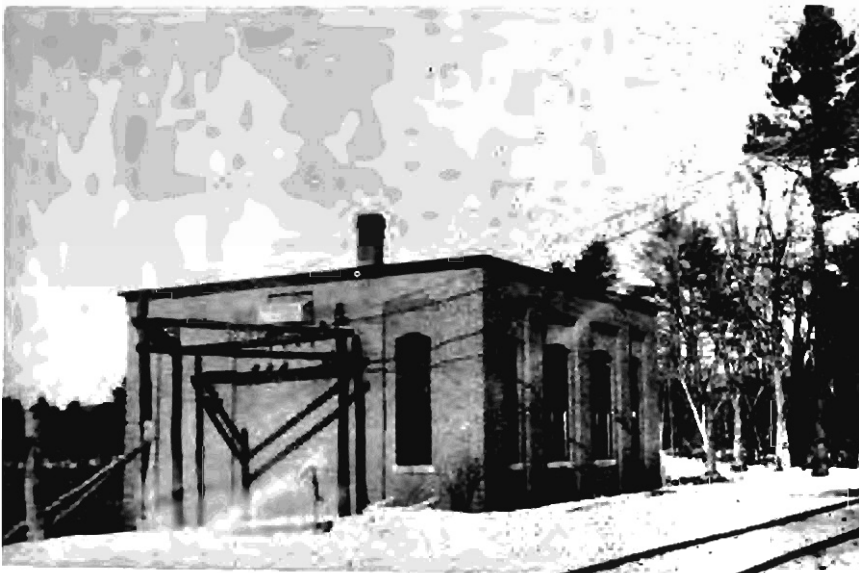


Power House, Nashua and Haverhill  
Trolley, Pelham

Here's the Pelham carhouse and rotary station in 1903. The large tank supplied water for the building's automatic sprinkler system.



No. 89, bound for Canobie Lake Park, pauses in front of the Pelham carhouse to discharge passengers.



Constructed in 1909, the Methuen rotary station remained in use until the end of rail service on the Haverhill-Lawrence line on Aug. 26, 1930.



mer of 1902, the construction work being supervised by the engineering firm of Sheaff & Jaastad, of Boston, which had designed the buildings. The contract for the erection of the Salem barn was awarded to Kelley Brothers of Haverhill, while J. M. and C. J. Buckley of Worcester were the successful bidders on the Pelham carhouse.

The Salem carhouse, the larger of the two, was located on the northerly side of Main Street, about midway between Salem Center and Salem Depot. The main part of the building was 115 feet wide and 180 feet deep and contained nine tracks with a rated capacity of 36 double truck cars. On the east side of the building and forming an integral part of the structure was a repair shop annex, 45 feet wide and 115 feet deep, with two tracks and room for four cars, and on the west side was a 45 by 95 foot ell, with a two-story office section in the front and a substation area at the rear. The heating plant was located at the rear of the repair shop.

The brick walls were 12 in. thick; floors and pits in the main carhouse were of plank and timber construction and repair shop pits were of concrete. There was a plank and timber roof on exposed steel trusses. Steel roller doors were provided at each track along the front of the main building and the repair shop.

The shops at Salem were equipped for all types of work, from the smallest repairs up to and including the rebuilding of cars. Among the facilities were a machine shop, a blacksmith shop and a brass foundry, the last being located in a separate two-story frame building at the rear of the carhouse. A well-equipped carpenter shop handled all extensive car body repairs and a large wheel lathe and press took care of all the wheels and axles of the road. In the armature and field winding room, motors, controllers, compressors and other electrical equipment were serviced. The paint shop, 40 by 50 feet in area, was located in the main barn and was cut off by fire walls. The carhouse and shop crew numbered between 40 and 50 men until the World War I years and the street railway is said to have been one of the largest employers in Salem during the heyday of the trolley era.

Located on the southerly side of Route 38 at Pelham Center, the Pelham carhouse was 105 feet wide and 180 feet deep; held eight tracks and had a rated capacity of 32 double truck cars. Construction features were similar to those of the Salem carhouse. There were pits at each track in the front half of the building and there were steel roller doors at each track. A 41 by 88 foot ell on the west side of the carhouse was divided into three sections, a two-story office, a substation area and a boiler room.

Both carhouses were protected against fire by Grinnell automatic sprinkler systems operating on the dry air principle, the water being supplied from 50,000 gal. tanks mounted on 45-foot steel towers. In later years, the sprinkler system at the Salem carhouse was supplied from the municipal water system.

## POWER

The original plans for a power station in Salem were discarded after control of the Hudson, Pelham & Salem was acquired by the Lovell syndicate, which proposed to supply energy from the Rockingham County Light & Power Company plant in Portsmouth. This was to be transmitted at high tension lines at 13,200 volts, three-phase, 25 cycle alternating current to substations at the Salem and Pelham carhouses and at Lawrence, where it was to be converted to 600 volt direct current for the overhead.

For some reason, possibly difficulties in acquiring a suitable site, the substation at Lawrence never was built and as a result, the conversion equipment purchased for this facility was installed at Salem. Equipment at the Salem station in 1908 consisted of five 300 Kw. rotary converters, 15 air-cooled transformers of 110 Kw. capacity each, and a 100 Kw. booster. At the Pelham substation, there were three 300 Kw. rotary converters, nine 120 Kw. transformers and two 100 Kw. boosters. All of the rotary converters and transformers were of General Electric manufacture, as also were the two boosters at Pelham. (The booster at Salem had been purchased from the Fort Wayne Electric Company.) Buffalo blowers for cooling the transformers were provided and each station was fully equipped with the necessary alternating current and direct current switchboards.

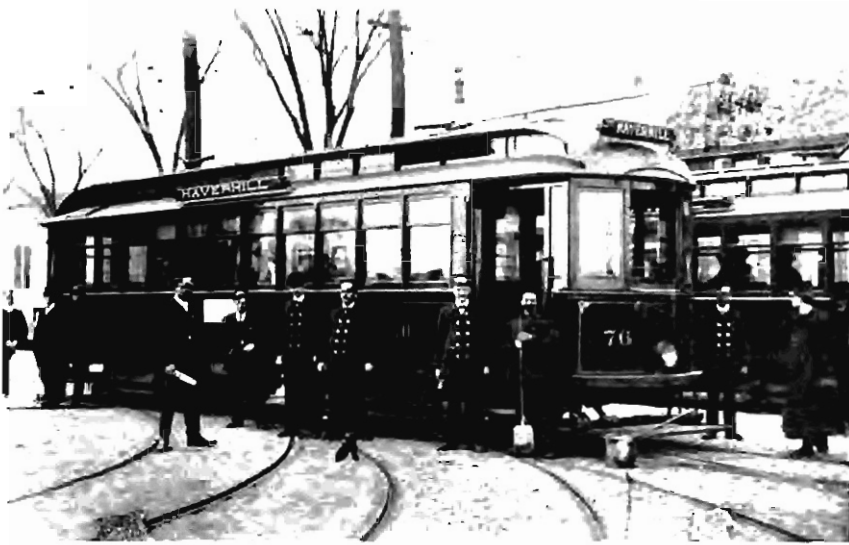
Initially, power for the substations at Salem and Pelham was supplied by a high tension line from Portsmouth via Hampton, Hampton Falls, Seabrook, South Hampton, Newton, Plaistow and Atkinson. This was supplemented about 1908 by a second high tension line, extending from Hampton through Hampton Falls, Kensington, East Kingston and Kingston to the outskirts of Plaistow. Here it joined the original high line between Plaistow and Salem and continued along the same poles to the latter point.

Because of the distance from the Salem substation, power conditions on the Haverhill-Lawrence line were none too satisfactory and on May 22, 1909, the Lawrence & Methuen contracted with E. A. Peabody & Son of Lawrence to construct a substation near North Street in Methuen, about midway on the Haverhill-Lawrence line. This was a one-story brick building, 35 by 40 feet in area, with a concrete floor and a roof of planks on exposed steel trusses. Two 300 Kw. rotary converters and six 110 Kw. transformers for the new station were transferred from Salem, from which a branch high tension line was constructed.

## ROLLING STOCK

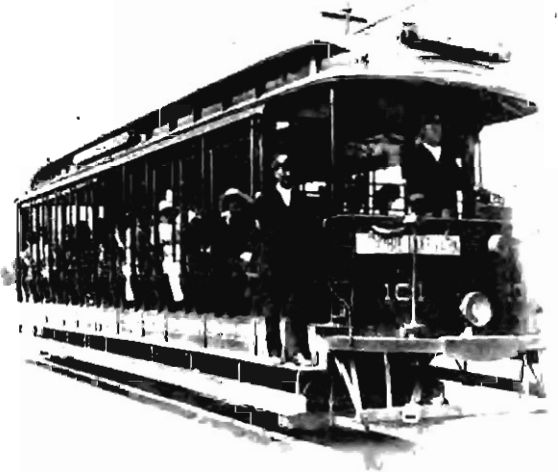
Passenger equipment ordered from the Laconia Car Company for the Haverhill & Southern New Hampshire, the Lawrence & Methuen and the Lowell & Pelham Street Railways and the Hudson, Pelham & Salem Electric Railway consisted of thirteen 30-foot and nine 25-foot double truck closed cars and 33 four-ten bench double truck opens.

The 30-foot cars, numbered 60 even through 84, had steam coach roofs and straight, vertically-sheathed sides, with 11 divided-sash windows on each side. The



Laconia-built No. 76 lays over for a few minutes at the Pelham carhouse on its way from Lowell to Haverhill.

Bound for Canobie Lake Park and Haverhill, No. 101 is shown on the Pawtucket Street bridge in Lowell. A Boston & Northern crew is operating the car.



Open cars of the Bay State and Massachusetts Northeastern Street Railways are shown in this view of Merrimack Square, Lowell.

interiors were finished in cherry, with ceilings of quartered oak, and each car had 10 reversible transverse seats, accommodating a total of 20 passengers, and four longitudinal corner seats, each accommodating five riders, for a total seating capacity of 40. All of the seats were upholstered in plush. Cars 60 through 74 were owned by the Hudson, Pelham & Salem and were so lettered on their side panels. Nos. 76 through 84 were owned by the Haverhill & Southern New Hampshire but none carried the company name.

The 25-foot cars, Nos. 86 even through 94, owned by the Lawrence & Methuen, and Nos. 96 even through 102, owned by the Lowell & Pelham, also had steam coach roofs and straight, vertically-sheathed sides, with nine divided-sash windows on each side. They also had 10 reversible transverse and four longitudinal seats, each of the latter accommodating four passengers, for a total seating capacity of 36. Their interiors were finished in the same manner as the 30-foot cars.

Both the 30-foot and 25-foot cars had single sliding doors in their bulkheads and were provided with electric heaters. The vestibules of both types had three drop-sash windows at the ends, single fixed windows at the sides, and a two-leaf folding door and a single fixed step on each side.

The 14 bench open cars ordered were numbered 87 odd through 151 and all had steam coach roofs, double running boards and three-window end bulkheads, the sashes in which were arranged to drop into pockets. Each car seated 70 passengers. Seats were of maple and ceilings, white birch. Drop side-bars were provided on each car.

Cars 87 odd through 115 were assigned to the Hudson, Pelham & Salem; Nos. 117-127 to the Haverhill & Southern New Hampshire; Nos. 129-141 to the Lawrence & Methuen, and Nos. 143-151 to the Lowell & Pelham. None carried any lettering.

Ordered with the new cars were 21 sets of Laconia 8-B and 34 sets of Laconia 9-B trucks. Both types were nearly identical in appearance, the 8-B variety having a wheelbase of 4 ft. 6 in., and the 9-B design, a wheelbase of 5 ft. Both types were equipped with 33-in. double plate wheels and those intended for use under closed cars were provided with snow scrapers.

Motors provided for the new cars were of the General Electric 67 or Westinghouse 68 types, both being rated at 40 hp. and General Electric K-6 controllers were provided. Both hand and air brakes were installed, the latter being furnished by the Standard Air Brake Company of New York City. The axle-driven compressors supplied did not prove satisfactory because of the time required to raise air pressure and they soon were replaced with motor-driven pumps of the AA1 type of the Christensen Engineering Company of Milwaukee, Wis.

The new Laconia cars, both open and closed, were painted carmine, with gold leaf numbers and striping (and lettering too in the case of Cars 60-74.) Destination and route signs were of the revolving four-sided wooden box type, painted in the car color and lettered in gold leaf. All cars were equipped with sliding fenders and electric headlights and each car had two trolley poles.

(Beginning about 1908, the closed cars were repainted chrome yellow, with carmine trim and carmine numbers shaded in gold. Roofs were gray and trucks were green. Repainting of the open cars in the new livery, however, was not undertaken until 1915.)

Also purchased for the four roads were eight Taunton double truck snow plows of the nose type, these eventually becoming P-10 through P-17. Four plows, P-10 through P-13, were owned by the Hudson, Pelham & Salem; one, P-14, by the Haverhill & Southern New Hampshire; two, P-15 and P-16, by the Lawrence & Methuen, and one, P-17, by the Lowell & Pelham.

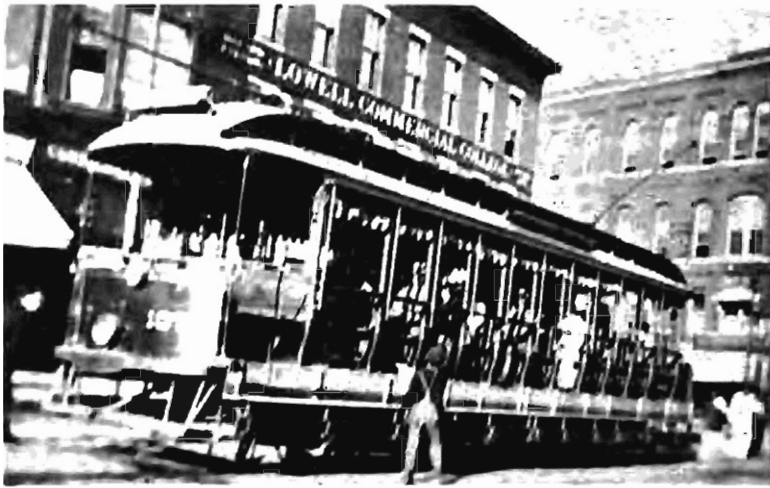
(Complete details about these passenger cars and plows will appear in Volume 5 of this series, to be entitled, *Trolleys of the Massachusetts Northeastern*.)

#### EQUIPMENT OWNERSHIP

	HP&S	H&S <sup>o</sup> NH	L&M	L&P	Total
30-Foot Closed	8	5			13
25-Foot Closed			5	4	9
14 Bench Open	15	6	7	5	33
Snow Plows	4	1	2	1	8
	—	—	—	—	—



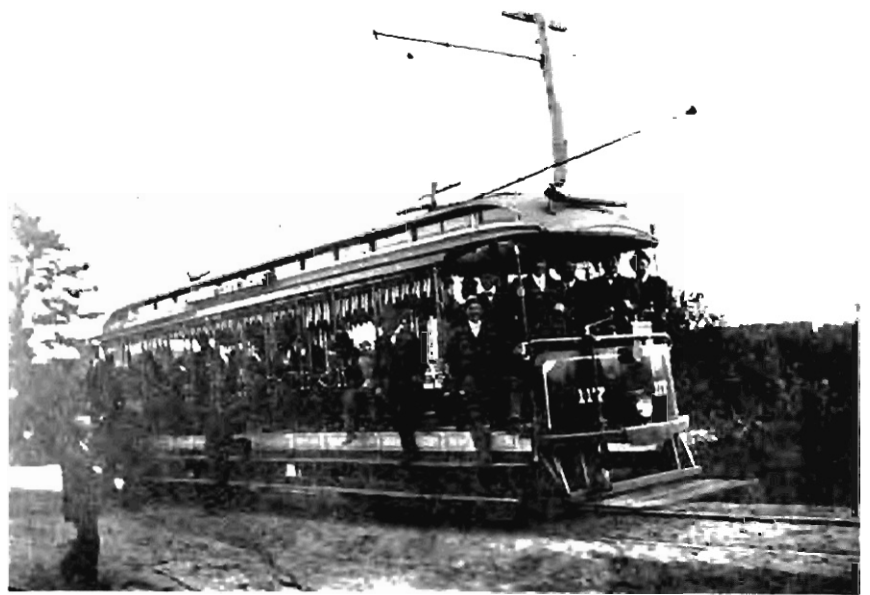
Newly arrived from the builder are these three Laconia 30-foot closed cars, shown inside the Salem carhouse.



LeRoy O. King Sr. of Washington, D. C., snapped this view of No. 107 in Lowell about 1905.

2

Making the first trip from Salem to Nashua on Sept. 8, 1902 is 14-bench open No. 117, shown at Hudson Center.



The end of the line at Main and East Pearl Streets in Nashua.

## THE WESTERN DIVISION

The Haverhill & Southern New Hampshire, the Lawrence & Methuen, and the Lowell & Pelham Street Railways and the Hudson, Pelham & Salem Electric Railway all became subsidiaries of the New Hampshire Traction Company during 1902 and comprised the Western Division of that system and its successor, the New Hampshire Electric Railways. As related in the previous chapter, the Hudson, Pelham & Salem went into receivership in December 1904 and was reorganized on July 19, 1907 as the Hudson, Pelham & Salem Street Railway.

For some reason, the Western Division was popularly referred to by the public as the Haverhill & Southern New Hampshire system and after the New Hampshire Electric Railways succeeded the Traction Company, the operations of both the Eastern and Western Divisions of the former were more or less officially conducted under the H&SoNH name. Probably this was the reason why the Haverhill & Southern New Hampshire was chosen as the company into which nine other traction subsidiaries were merged to form the Massachusetts Northeastern Street Railway on April 1, 1913.

Shortly after the consolidation, the Western Division was renamed the Salem Division and it continued to be known as such until about 1920 when the term Western Division began to be used again, at least unofficially. As a matter of fact, there were those who always referred to the lines west of Haverhill as the Western Division and to the routes east of that city as the Eastern Division, no matter what their official titles might have been.

As might be expected, the headquarters of the division were located in Salem and the first division superintendent was Robert Ives of Chicago, Ill. He resigned in April 1903 and was succeeded by Robert H. Dunbar, formerly a starter at Amesbury on the Eastern Division. Clarence P. Hayden, formerly superintendent of the Eastern Division, served as Western Division superintendent from 1907 to 1910 when he relinquished his post, John H. Matthews being named his successor. He remained on the job until 1929.

The division superintendents all were responsible to the general manager and from 1902 until 1917, this important post was held by Franklin Woodman, who had superintended the construction of the Western Division lines. Mr. Woodman was stricken ill in March 1917 and was obliged to give up his duties, his successor being Ralph D. Hood, a civil engineer, who had directed the building of many of the routes of the original Eastern Division during the 1897-1902 period. Hood served on an acting basis until it became certain in 1919 that Mr. Woodman would be unable to return. The latter died at his home in Haverhill on Feb. 27, 1925.

Mr. Hood served as vice president and general manager of the Massachusetts Northeastern until

early 1925 when control of the railway was acquired by the Associated Gas & Electric Company, the so-called Mange-Hopson syndicate. Although losing his vice presidency at that time, he continued as general manager until late in the year when he was stricken ill with pneumonia. He died on Jan. 9, 1926 and was succeeded by Clifton L. Bartlett, who had first become associated with the New Hampshire Electric Railways in 1907 and had been named purchasing agent in 1917 and chief clerk and claims agent in 1925. Mr. Bartlett remained as general manager of the Northeastern through the receivership period and subsequently became vice president and general manager of the Massachusetts Northeastern Transportation Company.

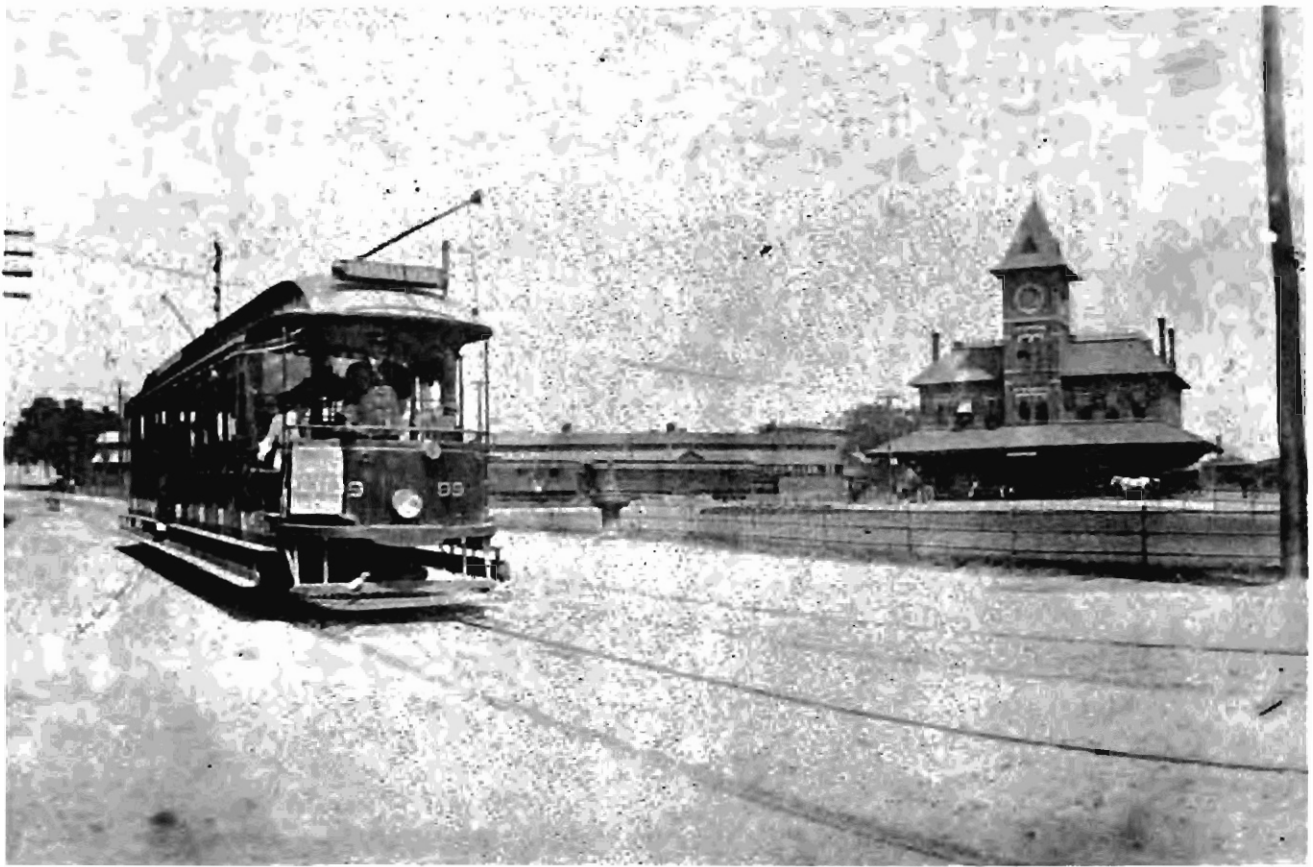
Trackage of the Salem Division, according to the 1913 annual report of the Northeastern, was as follows:

Haverhill to Hudson			
Bridge	24.88	miles	
Pelham to Lowell	6.22	"	
Salem to Lawrence	7.84	"	
Methuen Junction to			
Titcomb's Junction	3.92	"	
Haverhill Junction to			
Lawrence	7.58	"	
Total Owned			50.44 miles
Trackage Rights			
Broadway, Haverhill	.22	mile	
Main Street, Haverhill	.05	"	
Hudson Bridge,			
Nashua	1.19	"	1.46 miles
Total Route Mileage			51.90 miles

There was 1.43 mile of second main track and 2.50 miles of sidings and turnouts, for a single track equivalent of 55.83 miles.

The railway system was remeasured by the engineering department during 1919 and as of December 31 of that year, mileage figures for the Salem Division were as follows:

Haverhill-Hudson Bridge	23.30	miles
Pelham-Dracut	6.22	"
Salem-Lawrence, Methuen		
Junction, Titcomb's Junction	12.52	"
Haverhill Junction-Lawrence	7.26	"
Route Miles Owned	49.20	miles
Trackage Rights	1.46	"
Total Route Miles	50.66	Miles
Second Track	2.75	"
Sidings and Turnouts	2.82	"
Carhouse Tracks (Salem and Pelham)	.60	"
Total	56.83	miles



Nashua Union Station is at the right in this view of Laconia 14-Bench Open No. 99 leaving the Gate City for Canobie Lake Park and Haverhill.



Pictures of Salem Division cars in Nashua are few and far between. This postcard view shows a closed car at Main and East Pearl Streets in the Gate City.

There were no significant changes through 1922, but after that year, the division gradually became smaller as lines were abandoned. The first to go was that from Pelham Center to Lowell in 1923, followed in 1924 by the trackage from Point A, Salem, to Pelham and Hudson. Five years later, in 1929, the lines from Lawrence to Canobie Lake Park and from Lawrence to the Methuen Town Farm were given up as also was the trackage between Ayers Village and Canobie. All that remained of the former Salem Division by 1930 was the line from Haverhill to Methuen and Lawrence and a branch from Haverhill Junction to Ayers Village. This 12.49 miles of track was being operated by cars from the Merrimac Division at this time, the Salem barn having been closed the previous year.

## THE GRAND OPENINGS

The first of the Western Division routes to open in 1902 was that of the Haverhill & Southern New Hampshire and the Hudson, Pelham & Salem from the Haverhill City Hall to Ayers Village, Salem Center and Salem Depot. Operation of this 8.5 miles of trackage began on Wednesday, July 2, a 90-minute headway being provided from 5:30 a. m. to 10 p. m. Only one car, reportedly a four-wheel open, was used because the power was weak, being furnished from the Hampton generating plant of the Exeter, Hampton & Amesbury through the substation at Plaistow on the Eastern Division. The Portsmouth plant of the Rockingham County Light & Power Company was commissioned on August 8 and on the following day, the substation at Salem was energized.

Ten days after use of the Salem substation began, the first car was operated from the Salem carhouse to Essex and Hampshire Streets in Lawrence. This occurred on Tuesday, August 19, and the trip was described in the *Lawrence Tribune* of the following day:

"The car was one of the 14 bench pattern and left Salem at 4 p. m. in charge of Conductor Stevens and Motorman James Mangan. General Manager Woodman was on hand and had as guests Grafton Upton, inspector of the Railroad Commissioners; Arthur W. Dean, civil engineer for the company; C. F. Dudley, representing the contractor who constructed the road . . . and a number of friends.

"The trip was made without incident until the car arrived at the corner of Hampshire and Centre Streets in this city. Here a post was so near the track that it was impossible to run the car past it. A gang of men was set at work and in a short time the post was set back several feet and the car proceeded on its journey. The terminal at the corner of Hampshire and Essex Streets was reached before 6 p. m.

"A large crowd gathered at the terminal to witness the arrival of the first car run over Hampshire Street. The streets over which the car passed were crowded with people. Children were out in full force and to quote Manager Woodman, 'Several million youngsters followed the car from the Methuen line to Essex Street.'

"The car was held at the corner of Essex and Hampshire Streets for a few minutes and then was sent to Canobie Lake."

The first car ran from Salem to Pelham, Hudson and Nashua on Monday, September 8, regular service beginning two days later, and on Friday, October 3, the branch from Pelham Center to the Dracut-Lowell boundary was placed in operation.

Hall hourly service on the Haverhill-Lawrence line began on Saturday, December 13, and the formal opening was slated for the following Tuesday. The plans, however, went slightly awry — as indicated by an item in the *Lawrence Tribune* of Wednesday, December 17:

"The formal opening of the new street railway between this city and Haverhill . . . was scheduled for Tuesday noon when a special car was to leave the corner of Hampshire and Essex Streets. Members of the city government, past, present and future, and invited guests were present . . . The car didn't come and the party went to Haverhill on the 1:08 p. m. train. Dinner was served at Tanner's and the return was made late in the afternoon."

Presumably the return trip was made by trolley

The last of the Western Division lines to be opened was that from Methuen Junction to the Methuen Town Farm and Titcomb's Junction in Pelham, a distance of 3.92 miles, service between Lawrence and Titcomb's Junction and on to Pelham and Nashua beginning on the morning of Sunday, May 3, 1903.

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The routes of the Traction Company's Western Division were described in glowing terms in the advertising brochure, "On The New Line," published early in the summer of 1903. To quote in part:

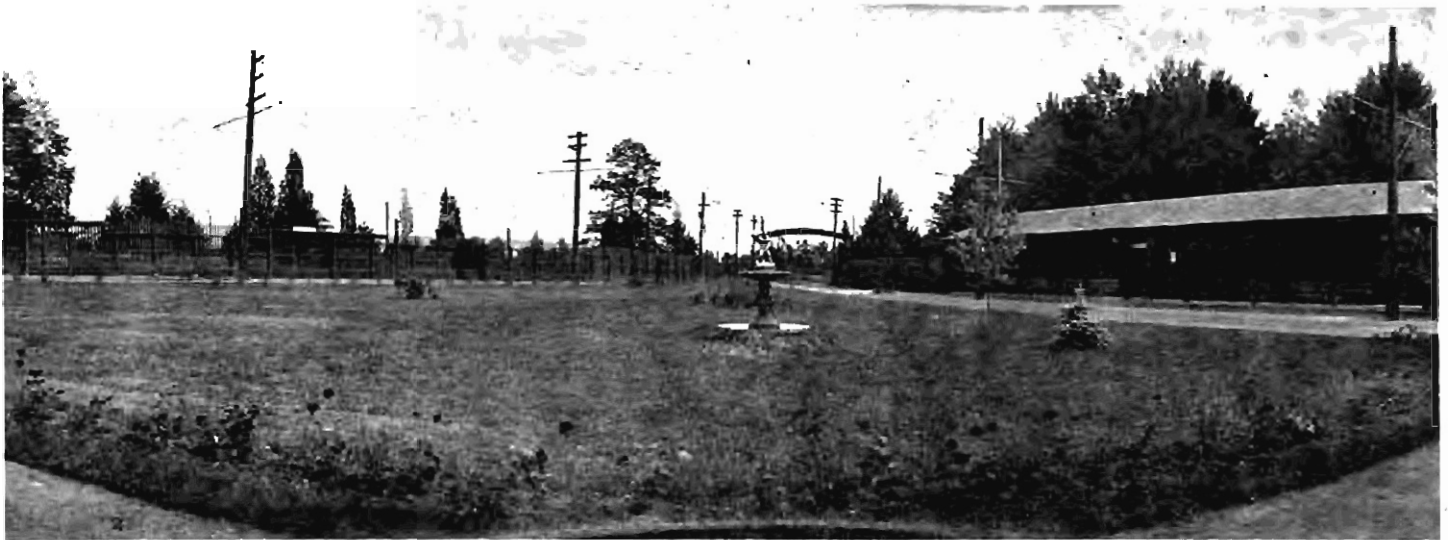
"What pleasanter trip could be devised than to start at Nashua or Lowell and sweep across the beautiful country . . . a region crowded with colonial and revolutionary memories.

"Leaving Nashua at Main and Pearl Streets and crossing the Merrimack, the road winds through the primeval forest of pine and hemlock after passing Hudson, ascending a chain of foothills as rugged and primitive, as wild and grand as any of the gorse-covered mounds that mark the approach to the Scottish Highlands, and through panoramic vistas of far hills and farmhouse clusters until Pelham is reached. Many tourists are drawn to Nashua to take a ride over this part of the system as it has the reputation of being one of the most varied in its scenic beauty in all New England.

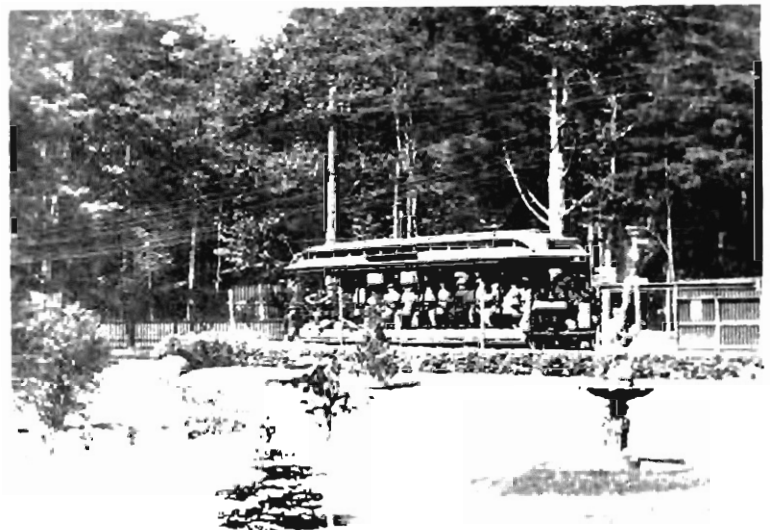
"On this upland level, Pelham is situated, a pretty village in a prosperous farming region, and here the line from Lowell also comes in.

"Lowell is known the world over for its great mills, the home of thousands of skilled workmen . . ."

"Through Collinsville the line from Lowell to Pelham runs, on to Dracut, where every square foot has its tale of Indian warfare, and the old blockhouse is a reminder of those perilous times. Past pretty villages and park-like farms, the line passes through Pelham and the traveler is whirled on his way to Salem, a romantic and picturesque town where the heavy cars sweep under an archway of elms. At Tit-



Looking toward the entrance to the loop at Canobic Lake Park. The waiting station for outbound cars is at the right. Now enclosed, it serves as a storage building for the resort's present owners



On pleasure bent is this carload of passengers aboard No. 143, arriving at Canobic Lake Park from Haverhill.



Discharging its passengers at one of the entrance gates is No. 121, on the inbound leg of the loop at Canobic Lake Park.



comb's Junction, the through line from Nashua to Lawrence branches off. At 'Point A', the direct line from Lawrence to Canobie Lake Park joins in.

"The ride is a cool and refreshing one, through a natural woodland unspoiled by the landscape architect. On the way is Methuen, with its splendid Memorial Hall, Nevins Public Library and the church in which is 'The Resurrection Morning', John LaFarge's masterpiece in stained glass. There is a splendid view of Greycourt, the palatial stone castle of the Tenney estate, below which is the tower of the great Searles estate, across the valley of the Spicket River, from which a commanding view is had for miles around.

"Lawrence is a wonderful city, incorporated only 50 years ago, but with a present population of 75,000. It draws the trade of many surrounding towns, including Andover and North Andover. The great mills that form the backbone of its industries alone employ 20,000 skilled operatives.

"On the main line, before Salem is entered, is the finest inland amusement ground in the East, Canobie Lake Park. It is an ideal resort for recreation and recuperation and is both a surprise and a satisfaction to the thousands who have already heard of it. Nowhere in the Eastern States is there a spot that has been made so beautiful by the plans of nature and the hand of man as Canobie Lake Park. It is the one resort that all the towns and cities of the Merrimack Valley are talking about. It is set at just the proper distance from all of them.

"Looping back from Canobie Lake Park, over a double track roadbed, through a forest kept up to park-like attractiveness, in and out the palatial cars curve over the steel highway.

"Salem, sheltered under its beautiful elms, is full of fine residences and exquisite bits of scenery. Ayers Village, a typical Massachusetts settlement, prosperous looking and pleasantly situated, is passed and then the main line is joined by the Haverhill-Lawrence short line. Down from the surrounding hills the car rolls into Haverhill . . . The city is full of historical reminiscences and numerous tablets mark the sites of dwelling places of men prominent in colonial days, or the spots where events occurred that served to make history. The cars go past the monument erected to Hannah Duston, the story of whose bravery and escape from the Indians is known to all."

#### CANOBIE LAKE PARK

Canobie Lake Park was opened to the public on Saturday, Aug. 23, 1902, and according to all reports, the resort was jammed that weekend. Lawrence newspapers reported on Monday that as many as 150 fares had been collected on some cars running from that city to the park and there was equally heavy traffic between Haverhill and Canobie. There apparently weren't sufficient cars available to handle the riding, with the result that when the park closed on Sunday night, some patrons from Lawrence had to walk home. To quote from the *Tribune* of August 25:

"Lawrence people were mad that the Haverhill people were able to ride home and they couldn't so they turned their anger on the Canobie Lake prop-

erty and started to wreck it. But the company hired wagons and teams and got most of the people home."

The official opening of the park took place August 25, the event being described in the *Street Railway Bulletin* of September 1902:

"The new park at Canobie Lake, Salem, N. H., was formally opened Monday, August 25, when the Lawrence city government, a few businessmen, the town officials of Methuen, and other friends were the guests of the road and were royally entertained by the officials . . . Arriving at the park, they were cordially greeted . . . and at once escorted to the open air theatre, where they enjoyed an excellent entertainment. After lunch, Director James A. Brogan welcomed the guests and called upon Mayor Leonard (of Lawrence) to formally open the park and buildings.

"Mayor Leonard responded in his usual felicitous manner, congratulating the road on its accomplishments in the way of transportation and entertainment, and complimented the management on the handsome buildings and grounds . . . General Manager Woodman was called upon and he introduced President Howard Abel of the road . . . who was greeted with cheers."

Within a year of its opening, Canobie Lake Park became one of the leading resorts of its type in New England and attracted patronage from far and wide. The season normally ran from Memorial Day until Labor Day but the park usually was open on weekends through September and into October — as long as weather conditions permitted. Sunday school and church picnics, club, lodge and factory outings and other special parties were actively solicited by the management and from Independence Day until late August, the resort catered to large crowds daily.

The park and its facilities were described in some detail in the advertising brochure *On The New Line* published in 1903:

"This magnificent estate, which was opened to the public in the latter part of the summer of 1902, has within its bounds 50 acres of parkland, divided between stately forest, sweeping lawns and grand flower beds, separated by wide walks and promenades, and curving to the shore of a magnificent body of water 385 acres in extent. The buildings that have been placed over the grounds in accordance with a pre-arranged artistic design are the best that have ever been erected in a public park. They are constructed of the finest materials, skillfully built and beautifully finished, and are painted in shades that harmonize with their surroundings and in accordance with an artistic color scheme.

"There is the large Japanese theater, with its acres of seats shot through by the trunks of the forest monarchs. Stretched overhead is an immense colored awning that sways with the breeze but keeps the stray beams that filter through the trees from annoying the large audience that always assembles to enjoy the entertaining vaudeville and theatrical performances and military brass band concerts that are provided. There are 2,854 seats in this immense amphitheater, far more than many metropolitan playhouses boast. The performances are always of the highest

grade, and by the most accomplished and highest salaried people that can be procured.

"The dancing pavilion, open on all sides to the breeze, yet sheltered and surrounded by a wide-roofed promenade, has a highly polished floor of large dimensions. Dozens of arc lights and incandescents illuminate it to brilliancy by night . . .

"The restaurant is unique in that it is arranged in the shape of a St. George cross so that all the rows of tables are near to the windows and the breeze. The service is perfect and the choice of food varied and pleasingly cooked.

"Among the other attractions of the park is the fine assortment of boats and canoes, fishing skiffs and pleasure launches. A giant merry-go-round stands near the entrance of the park and is the delight to the children and the young folks. A great figure-eight roller coaster of the Ingersoll type has been erected in the adjoining grove, and the shouts of delight that arise from the rapidly whirling cars show how popular this amusement feature has become.

"The athletic arena for the exclusive use of patrons of the park has the finest ball ground in the New England states, with a skinned diamond and sodded outfield, and an amphitheater seating many thousand.

"A private picnic ground with a large shelter tent is provided for parties that desire to have their crowd together and yet want to enjoy all the pleasures of the park, or they can have the shelter of half a dozen beautiful groves.

"Swings and benches and rustic seats are scattered over the park in profusion, and everything that will make for the comfort and pleasure of its patrons have been provided by the management.

"The lake is one of the largest in Southern New Hampshire and its waters teem with bass, pickerel, perch and horned pout. In reclaiming the land comprising Canobie Lake Park from its wild state, the services of the finest landscape gardeners were secured, and the result must be seen to be fully appreciated. Acres of wilderness have been so transformed by thinning out trees, removing rocks and underbrush, planting rare foliaged shrubs, planting of lawn and flower beds, that one would believe the park one of wealthy private ownership and long under careful gardening.

"The wooded portion of the grove, which covers probably two-thirds of the total acreage, is of white and yellow pine, birch and maple of native growth. There is also a grove of magnificent hemlock trees of considerable height and diameter, in the midst of which is located the rustic theater.

"But of Canobie Lake Park as a whole — hardly enough can be said in its praise by those who have already been there. What an ideal ride this is on a glorious summer night, with the moonlight silver-tipping to a fairyland vista the tremulous foliage of the eternal woods, till the dashing trolley car with its merry party of explorers seems gliding through joy-echoing channels of light-washed delight! The cool, breeze-haunted park gives care-free welcome where the mild zephyrs blow and the soft light

speckles through the tossing leaves and the little waves splash in plaintive harmony on the shore, while the orchestral music from the theater or dancing pavilion swells and falls as if in answer to the waving baton of the trees."

Other attractions added later included an electric fountain, a deer park, a shooting gallery, circle swing, incline slide, an ice cream pavilion, photograph gallery, bowling alleys, a penny arcade and a swimming pool.

The restaurant and the refreshment stands at Canobie Lake Park were, for many years, operated by the Graves & Ramsdell Company on a concession basis. This same firm, it might be noted, also was the food concessionaire at the Hampton Beach Casino; at Cape Cottage Casino, Cape Elizabeth, Me.; at Pine Island Park, Manchester, N. H., and at Highland Park, Brockton, Mass., for a number of years.

Street railway terminal facilities at Canobie Lake Park consisted of a double track loop enclosed by a high fence. Incoming cars discharged their passengers at one of several gates in the fence and then swung around the outside track of the loop to an open waiting station on the opposite side. This station was divided into four sections — marked H-A-V-E-R-H-I-L-L, L-A-W-R-E-N-C-E, L-O-W-E-L-L and N-A-S-H-U-A — and cars stopped in front of the appropriate section to take on their loads. The inside loop was used for storage of special and extra cars.

\* \* \* \*

Another description of Canobie Lake Park was published in the *Electric Railway Journal* of March 14, 1914 and gave some information about the operation of the resort:

"Canobie Lake Park at Salem, N. H., on the lines of the Massachusetts Northeastern Street Railway, is one of the best known pleasure resorts in the lower Merrimack Valley . . . It is situated about 1½ miles off the company's main line, but is connected with the latter by a track terminating in a loop at the park entrance. The park contains about 50 acres . . . a large athletic field is a prominent feature . . . and attractions include a merry-go-round, circle swing, roller coaster, bowling alleys, deer park, theater, inclined slide, shooting gallery, penny arcade, ice cream pavilion, dancing pavilion, lunch room, electric fountain, photograph gallery, boathouse, swimming pool and power launches.

"Immediately outside the grounds are a hotel and a number of summer cottages which are well patronized during the season.

"Although the park is enclosed, no admission is charged. The management caters especially to societies, churches and organizations. The park is kept free from objectionable characters by special police, and no intoxicating liquors are sold . . . Concessions are leased upon a fixed price, plus a percentage basis, and a cashier on the grounds makes daily collections from each concessionaire and turns the receipts into the main office at Haverhill.

"On account of the diversity of attractions, it is difficult to accord popular preference to individual features, but the dance hall is the best patronized.

"The theater seats about 2,000 persons, many benches being provided. In former years, 10 cent and 20 cent seats were sold. Last year, the entertainment consisted of motion pictures only, 5 cent and 10 cent seats being sold. These were a failure, the popular preference being for the usual vaudeville entertainments of former years . . . The roller coaster is patronized at 10 cents per person and is 565 ft. long, with two tracks, giving a total ride of about a half mile in two revolutions. The dance hall is 44 ft. by 105 ft. and will accommodate about 250 couples.

"The larger restaurant on the grounds seats about 700 and the smaller one, which is used as a lunch counter, souvenir store, etc., seats about a dozen. Thirty boats and 20 canoes are maintained in livery on the lake, and the latter has an area of about six square miles. The gasoline launches at the park hold 30 and 20 persons, the larger boat making regular 10 cent trips around the lake, occupying about half an hour each, while the smaller launch is rented to private parties. There are 10 bowling alleys. The swimming pool has a capacity of 250,000 gals. and is lined with white enameled tile, being 4 ft. in depth at one end and 9 ft. deep at the other.

(No swimming was permitted in Canobie Lake, which is the water supply for the town of Salem.)

"Twelve deer are maintained in the deer park and monkeys are a usual attraction . . . Soda and refreshment booths are located at various points, and a women's cottage, with matrons in attendance, is a much appreciated feature.

"The picnic groves accommodate parties of 2,000, 400 and 600, the trees being principally firs. A Sunday band concert is given weekly at 4 p. m. and lasts two hours. On July 4, fireworks are displayed, the railway company and the concessionaires sharing the cost. An annual feature at the park is a music festival of choral societies of Nashua, Manchester, Lowell and Lawrence, in which 400 voices give two daily concerts on the Saturday and Sunday following Labor Day.

"At the athletic field, no admission is ordinarily charged, and this contains a baseball diamond and a .2 mile running track. The field is fenced in and two grandstands are provided so that events with admission fees can be properly handled. Ten arc lamps are installed on standards bordering the running track when night events are scheduled. All the principal buildings in the park are outlined in incandescent lamps.

"The park is looked after by a superintendent, who resides on the grounds the year through, three regular uniformed police (with two extras on Saturdays, Sundays and holidays), from 10 to 12 gardeners and caretakers, two matrons and a cashier . . ."

Canobie Lake Park was purchased from the Canobie Lake Company by the Massachusetts Northeastern on April 10, 1914 at an appraised price of \$150,000 and shortly thereafter, the Canobie Lake Company, which no longer owned any property, was dissolved.

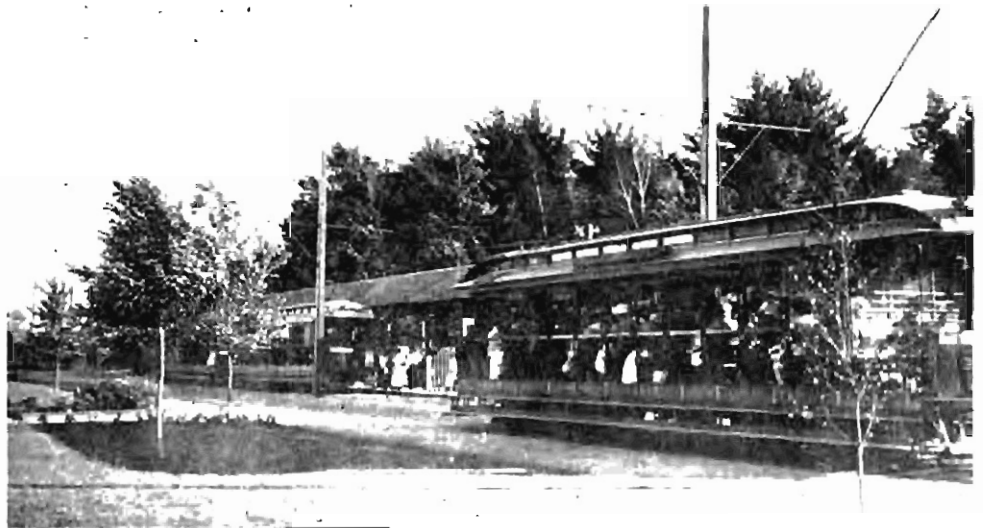


The crowd begins to fan out to seek the attractions of Canobie Lake Park. Scenes like this were common in the heyday of the trolley era.



One of the Laconia 14-bench opens waits to take on passengers at the Canobie Lake Park waiting station.

It was a busy day at Canobie Lake Park when the resort's photographer took this view of three open cars loading passengers at the waiting station.



These four ladies were dressed in the latest fashions as they strolled toward the waiting station at Canobie Lake Park. It had been a wonderful day and now they were heading home.

## OPERATIONS

1902 - 1919

## THE MAIN LINE

The operation of through cars between Haverhill and Nashua had been planned when the Haverhill & Southern New Hampshire Street Railway and the Hudson, Pelham & Salem Electric Railway were organized in 1899 and such service was inaugurated on Wednesday, September 10, 1902, two days after the opening of the HP&S trackage westerly from Point A, Salem, westerly to Pelham Center and northwesterly to North Pelham, Hudson Center and the connection with the Nashua Street Railway at Hudson Bridge. A half hour headway was maintained and the cars were routed around the loop at Canobie Lake Park, the running time for the 26.60 mile trip between White's Corner, Haverhill, and Tremont Square, Nashua, being 1 hr. 45 min.

This Haverhill-Nashua run was designated the main line of the Western Division and a few weeks later, after initial heavy riding had decreased, hourly service was placed in effect for the fall, winter and early spring months. Through cars bypassed Canobie Lake Park, running directly between Salem Depot and Point A via Points B and D. This reduced the distance between terminals to 24.43 miles and permitted a decrease in the running time to 90 minutes — one hour between Haverhill and Pelham Center and 30 minutes between Pelham and Nashua.

Hourly service was established between Pelham Center and the Dracut-Lowell boundary on Oct. 3, 1902, the single car placed in operation covering the 6.22 miles in 30 minutes. Connections were made at the city line with the Moody Street route of the Boston & Northern, and at Pelham Center, with Haverhill-Nashua trips.

With the inauguration of through service between Lawrence and Nashua on May 3, 1903, main line cars began running between Haverhill and Merrimack (now Kearney) Square, Lowell, a distance of 23.14 miles (via Points A, B and D), the schedule time being 1 hr. 45 min. Hourly service was provided until May 30 when Canobie Lake Park was opened for the season. Then a 30-minute headway was placed in effect and the through cars were routed around the park loop via Point C Junction, increasing the length of the run to 25.31 miles. There was no change in the schedule time, however.

Although the Lawrence-Nashua service was short-lived, Haverhill-Lowell through cars continued to be operated on a year-round basis for about seven years. Half-hourly service via Canobie Lake Park was offered in summer and an hourly headway via Point A, B and D was provided in other seasons, when connections were made at Pelham Center with cars running between that point and Nashua.

During the summer of 1903, the Traction Company inaugurated the practice of splitting the main line at Canobie Lake Park on busy Saturdays, Sundays and holidays, with cars running between Haver-

hill and the resort, usually on a 15-minute headway, and between the park and Lowell on the normal 30-minute schedule. Through passengers changed cars at Canobie or Point C. Through cars also were operated between Nashua and Canobie Lake Park on a 30-minute headway on weekends and holidays. This procedure resulted in more efficient handling of the heavy traffic and delays encountered on one part of the line, such as between Lowell and Canobie, were not reflected on the other.

(The distance between Haverhill and the park was 10.40 miles, the running time being 45 minutes. From either Lowell or Nashua to Canobie, the running time was one hour, the distances being 14.91 and 16.20 miles respectively).

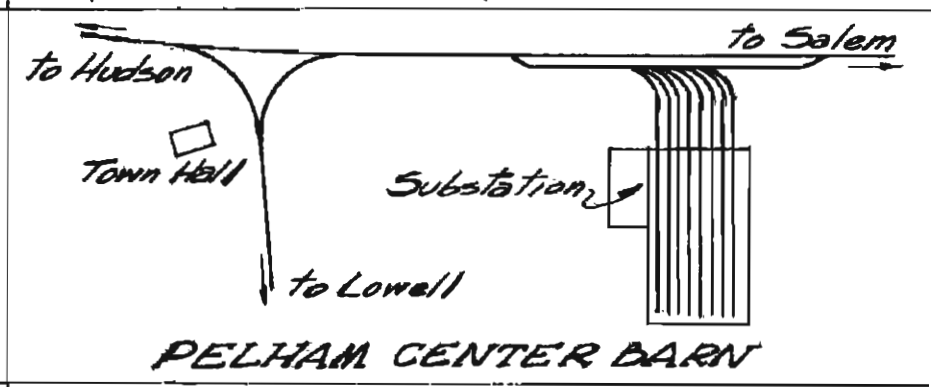
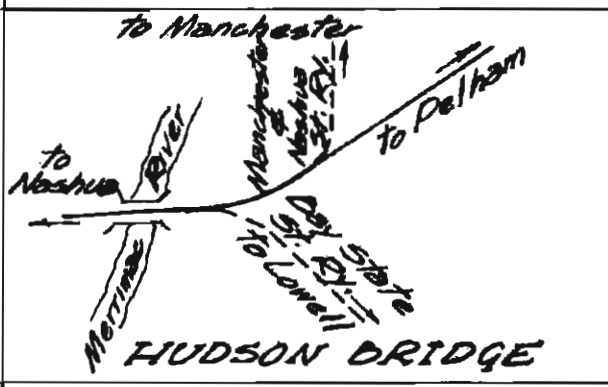
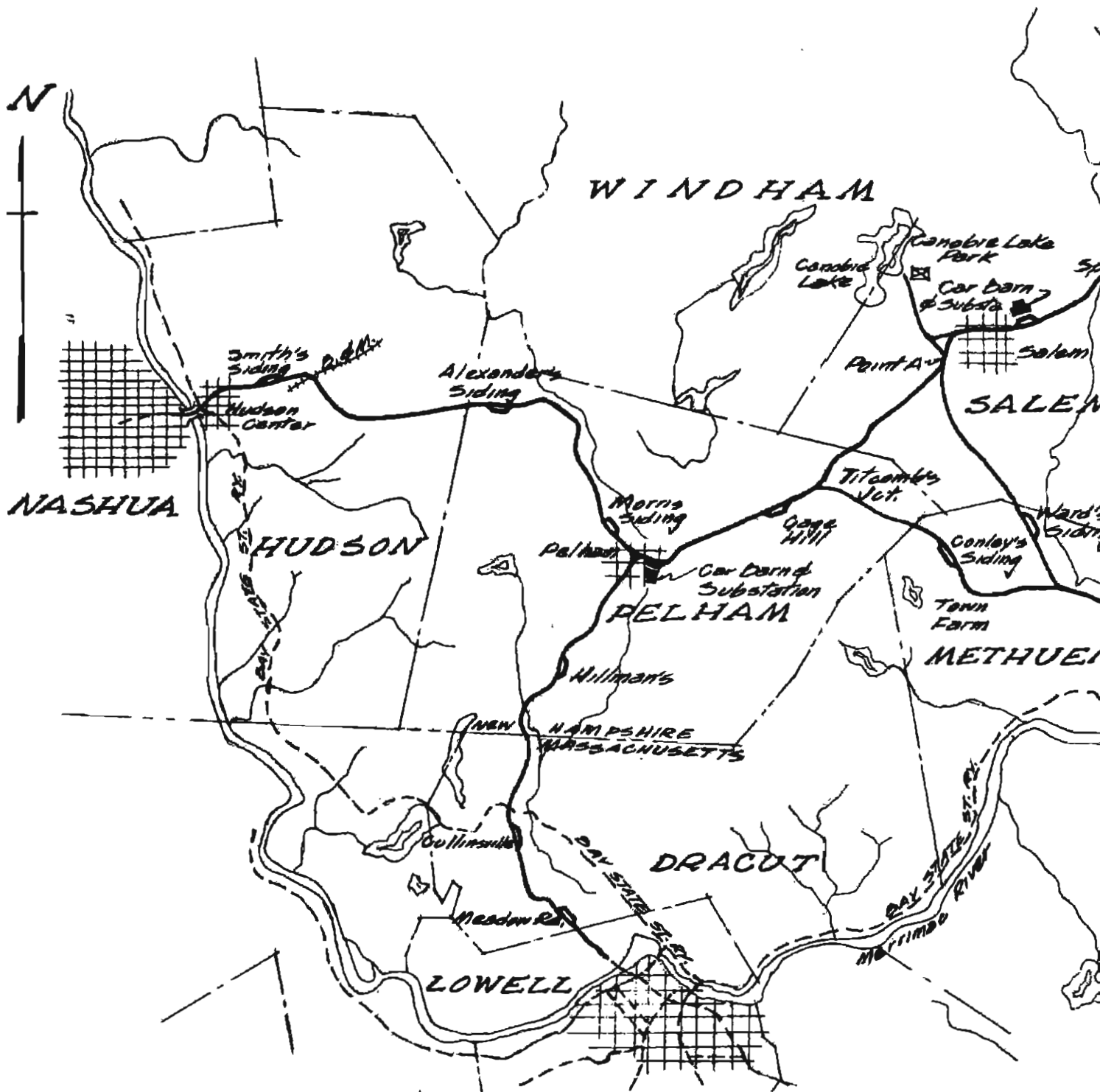
Through service between Haverhill and Nashua was resumed by the New Hampshire Electric Railways in the fall of 1910 and from then on, except for a few months in late 1918 and early 1919, the main line operating pattern called for Haverhill-Lowell through service during the summer season, usually from May 30 to about September 15, and Haverhill-Nashua cars at other times. While main line cars were running through to Nashua, local service was provided between Pelham Center and Meadow Road turnout in Dracut, about 1½ miles northwest of the Lowell boundary. As before, on summer weekends and holidays, the line was split at Canobie Lake Park.

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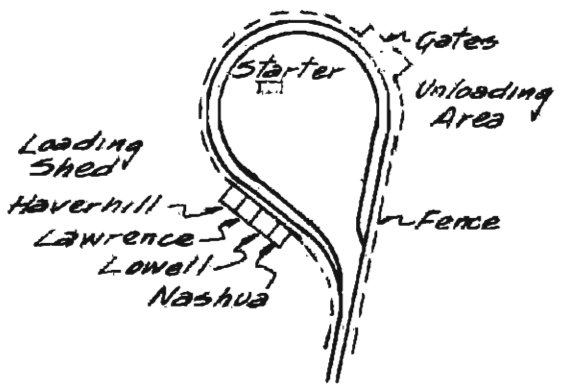
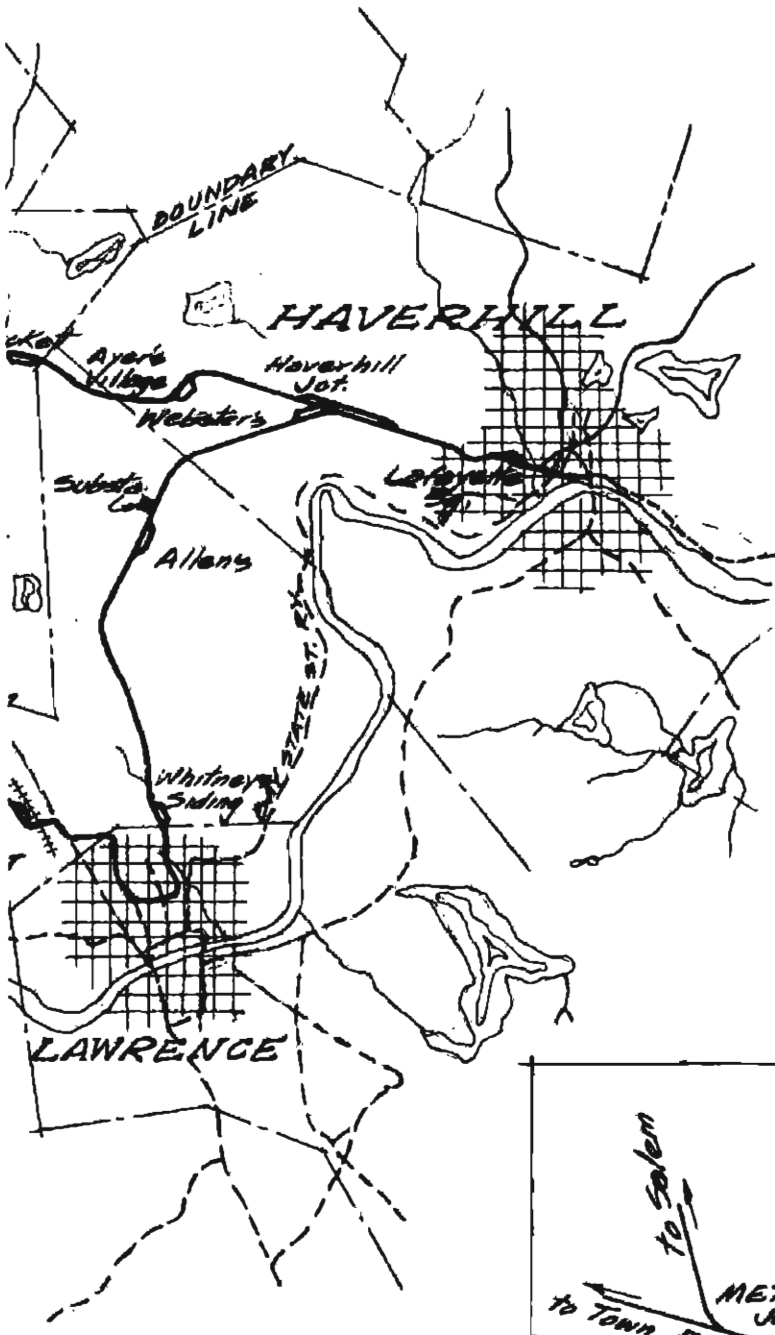
Western Division crews ran their cars directly into Tremont Square, Nashua, under the terms of the agreement signed by the Hudson, Pelham & Salem and the Boston & Northern in 1901, ten minutes being allowed to cover the 1.19 mile between the square and the Hudson end of Taylor Falls bridge. However, there were three Boston & Maine grade crossings on East Hollis and Temple Streets, near the Nashua Union Station, and cars frequently were delayed getting in or out of the city by passenger or freight trains at these crossings. Such delays invariably resulted in a faster than usual ride from Hudson to Pelham as motormen sought to make up the lost time. And this was fast enough under normal conditions!

Summer schedules allowed 38 minutes for the 9.28 miles between Tremont Square and Pelham Center, requiring an average speed of 14.65 miles per hour. Now this was not particularly high — but between Hudson Center and Pelham Center, 6.23 miles, these same schedules called for a 17-minute trip, for a speed of 21.98 miles per hour. In the fall, winter and spring, when the running time between Tremont Square and Pelham Center was 30 minutes, the Hudson Center-Pelham Center section of the line was covered in 15 minutes, boosting the average speed to 25.92 miles per hour. This was really moving, considering the facts that the cars used on the route were geared for a top free running speed of

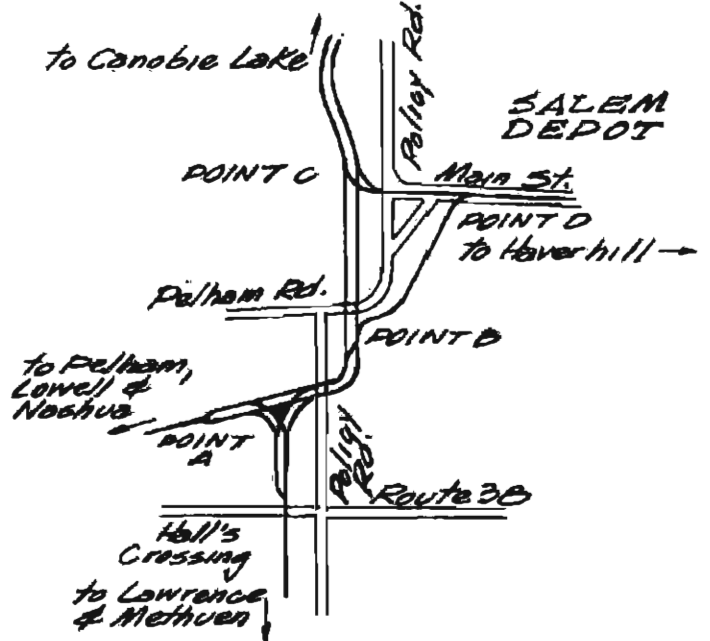
# SALEM DIVISION MASSACHUSETTS NORTHEASTERN ST



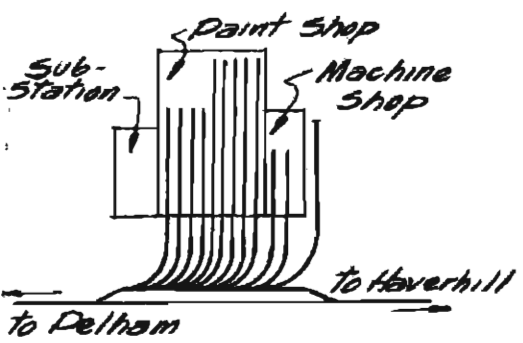
# FEET RAILWAY



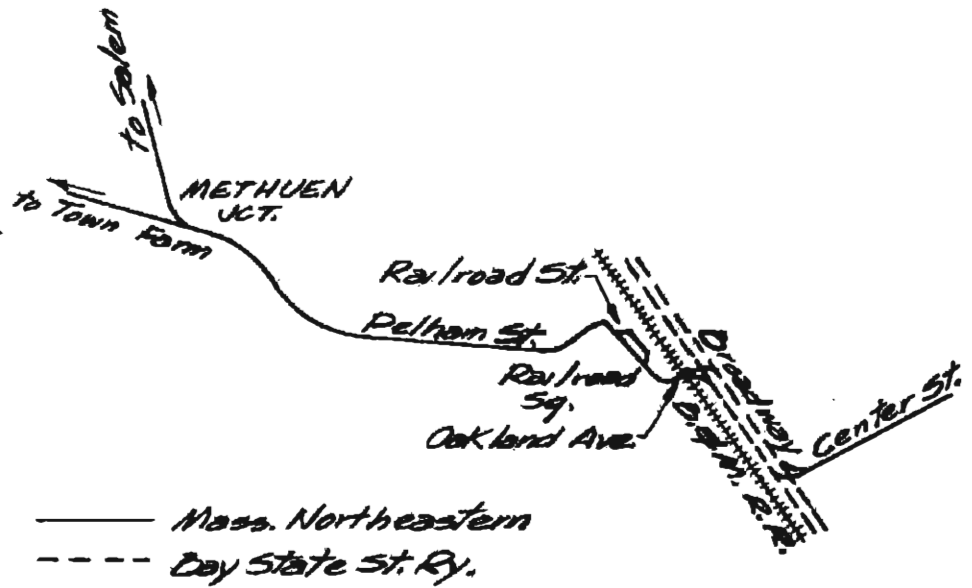
## LOOP AT CANOBIE LAKE PARK



## POINTS A, B, C & D DETAIL



## SALEM BARN



— Mass. Northeastern  
 - - - Day State St. Ry.

## METHUEN DETAIL



Still popular with the younger set is the dance hall at Canobie Lake Park.

House of Mirth, Canobie Lake Park, N. H.



The bowling alleys and fun house at Canobie Lake Park.

Circle Swing, Canobie Lake Park, N. H.



Children and adults alike were thrilled by a ride on the circular swing at Canobie Lake Park.



only 35 miles per hour and that there were several steep grades, the steepest of these, at North Pelham, being called the "Mountain" by railway employes. However, the three rotary converters and the two boosters at the Pelham substation provided plenty of power and the trolleys made few, if any stops, after leaving Hudson Center for Pelham, or vice versa. And, except for the mile or so of side-of-the-road running along Mammoth Road in North Pelham, the tracks between Hudson Center and Pelham Center were entirely over private right of way.

The Pelham-Nashua line was the scene of the worst street railway accident in New Hampshire history on the morning of Sunday, September 3, 1903, when two Laconia 14 bench open cars, Nos. 125 and 137, collided head-on on a blind curve about a half mile northwest of Pelham Center. Six persons were killed instantly or fatally injured, a dozen or so were maimed and 60 others suffered less severe injuries in the wreck.

Car 125, with 54 passengers aboard, was en route from Nashua to Canobie Lake Park, while Car 137, carrying 30 passengers, was bound from Canobie Lake Park to Nashua.

The tragedy was described in the *Manchester Union* of the following day. To quote in part:

" . . . The cars telescoped until their wheels met, the heavily laden eastbound car crashing into and under the other and lighter one for a distance of 10 to 12 feet. One roof shot under the other and then both fell on the confused mass of humanity underneath. Scores of men, women and children, hurled forward by the force of the impact, were buried under each other by the great weight of the car roofs and were extricated with the utmost difficulty."



Little remained of open cars 125 and 137 after the head-on crash near Pelham Center on Sunday, Sept. 6, 1903, when six persons were killed or fatally injured. Both cars were repaired and returned to service

Among those killed instantly was Motorman Samuel Mayes of Car 125.

After an intensive investigation, the state Railroad Commissioners placed the blame for the accident on Starter Oral A. Stevens, on duty at Pelham Center, and Motorman Pliny Knapp and Conductor Howard E. Fox of Car 137. The commissioners asserted that Stevens mistakenly gave orders for the Nashua-bound car to leave Pelham Center and that Knapp and Fox blindly followed those orders, even though they knew the car from Nashua had not arrived.

The investigation also revealed that the railway's block signal system had been kayoed by a thunder-storm the previous day; that Stevens had been deprived of sleep the night before because of illness in his family, and that Car 125 was running about five minutes late and was traveling at a high rate of speed. Car 137 also was moving right along and during the probe, it was found that both motormen had set the air brakes in emergency and had reversed the motors in a vain effort to avoid the collision.

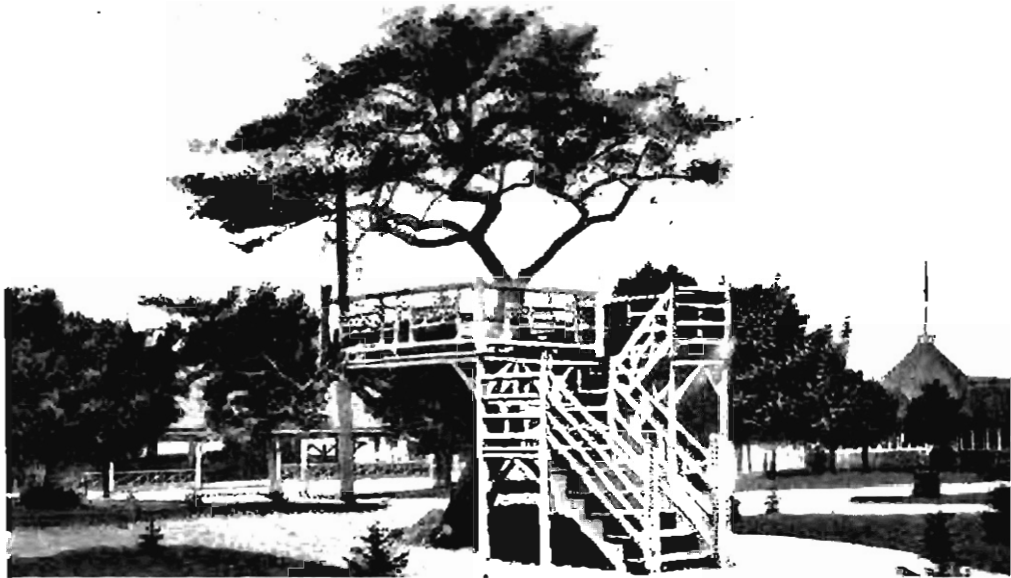
The board recommended that the running time between Nashua and Pelham be increased so as to preclude the need for excessively fast running; that definite speed restrictions for curves be abolished, and that trees and other obstructions at curves be removed so as to afford a better view of the track ahead. The speed restrictions on the curves were established and the trees and brush were cut but there is no evidence of any increase in the running time.

Cars 125 and 137 both were rebuilt at the Salem shops and continued in service for many years thereafter. Conductor Fox was discharged two days after the accident (he later was re-employed) but Motorman Knapp remained on the job until 1907, when he resigned. Starter Stevens resigned in April 1904 and went to work for the Boston & Northern.

\* \* \* \*

The Manchester & Nashua Street Railway opened its 12.5 mile interurban route between Manchester and Hudson on January 1, 1907, a trial trip having been made the previous day. A physical connection with the Hudson, Pelham & Salem was effected at the intersection of Main and Webster Streets, Hudson, and M&N cars were operated a short distance over HP&S trackage to the junction with the Nashua Street Railway at the Taylor Falls bridge. Manchester cars ran in and out of the Gate City over the East Hollis-Temple-East Pearl Streets route and also had their terminal in Tremont Square.

(According to former railway employes, there was a watch store near this terminal and motormen and conductors regularly checked their timepieces against a Western Union synchronized clock there. It is claimed that this clock always differed by one minute from a Western Union clock near White's Corner, Haverhill — although both were on the same time).



Located near the dance hall and restaurant at Canobie Lake Park was a venerable apple tree, now long gone.

Many a bountiful dinner was served in the Canobie Lake Park restaurant, operated for many years by the firm of Graves & Ramsdell.



*Salem, N.H., Canobie Lake Park.*

Canobie Lake, N.H. Mineola on her way around the Lake



The gasoline launch *Mineola* provided cruises around Canobie Lake for patrons of Canobie Lake Park.

For a number of summers, special Sunday excursions were operated from Manchester to Canobie Lake Park. At first, Manchester cars made the through trip but later it became necessary for excursionists to transfer to New Hampshire Electric Railways trolleys in Hudson. The inability of the slower Manchester cars to maintain the running time between Hudson and Canobie Lake Park is said to have been the principal reason for this change.

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Contrary to the situation in Nashua, Western Division cars running in and out of Lowell were handled by Boston & Northern crews between Meadow Road turnout and Merrimack Square, a distance of 1.77 miles, via Moody, Pawtucket and Merrimack Streets. The cars were used by the Boston & Northern (later the Bay State and still later the Eastern Massachusetts) to provide the base service on the Moody Street line, and it is said that for a time, the cars, which were scheduled to arrive in Merrimack Square on the quarter hour and depart 15 minutes later, were run to the end of the short Andover Street line in order to avoid a layover in the square itself. Fifteen minutes were allowed for the run between Merrimack Square and Meadow Road but, because of congestion in the city, Boston & Northern crews frequently were late getting back to Meadow Road and Western Division motormen had to run their cars at top speed in order to reach Canobie Lake Park on schedule.

The normal running time for the 13.08 miles between Meadow Road and the park was 45 minutes, for an average speed of 17.44 miles per hour, but this rate was frequently exceeded, particularly between Pelham Center and Point A Junction, 5.43 miles, which eastbound cars covered in 16 minutes. (Westbound cars were allowed 20 minutes). The Pelham Center-Point A tracks were almost entirely on private right of way, and like between Pelham and Hudson Center, few stops were made to pick up or discharge passengers as the area was very sparsely populated. The territory between Pelham Center and Meadow Road also had a small population, the only settlement of any size, Collinsville, in Dracut, also being served by the Boston & Northern.

What is believed to have been the first serious accident on the Western Division occurred on the Pelham-Lowell line on Sunday, June 14, 1903, when two Laconia 14 bench opens met at a curve about 1½ miles southwest of Pelham Center. Nine persons, including one of the motormen, were injured but neither car was badly damaged.

According to the official version of the crash, as related to the press by General Manager Woodman, one car, operated by Motorman Alanson Irish, left Lowell for Canobie Lake Park on time. The other car, with Motorman R. E. Whidden and Conductor Fred Burgess as its crew, left Pelham for Lowell. A few minutes later, Whidden's car arrived at Doyle's turnout, where a red light in the block signal indicated the other car was approaching.

For some reason, Whidden ran the signal and continued on to Kent's Corner, where a slight curve and the opposing car were encountered. Both motormen realized the danger at the same moment and applied the air brakes. Irish was able to bring his

car to a standstill but Whidden was not and he jumped to safety just before the collision. Irish, who had remained at his post, was caught between the front of the car and a seat and his right foot was crushed, necessitating the subsequent amputation of two toes. There were about 50 passengers on each car and all were thrown about by the force of the collision.

Old employment records indicate that both Whidden and Burgess lost their jobs as a result of the crash, the latter being discharged on the grounds that he was in charge of the car and should have signaled Whidden to stop after he ran the signal. Mr. Irish, after recovering from his injuries, became a rotary substation attendant at Salem.

Annual reports of the Lowell & Pelham Railway through 1912 list only a few mishaps, such as boarding or alighting accidents or collisions between cars and wagons. One of the latter occurred on May 8, 1905 when a cart occupied by two men was hit. Both of the men were thrown out and suffered slight bruises. Another car-wagon collision occurred July 28, 1906, the wagon driver being bruised when tossed to the ground by the impact.

The Lowell-Pelham line was the most lightly patronized of any of the Western Division's routs. While riding was fairly heavy during the short summer season, while Canobie Lake Park was open, it fell off to almost nothing in the fall, winter and spring, when, on many occasions, the crew outnumbered the passengers. There was little through traffic as Pelham Center was only a small hamlet, with a few houses clustered around the car barn, church and general store, and most of the business between Lowell and Collinsville was handled by the Boston & Northern, which also carried the bulk of the through passengers between Lowell and Nashua. This light traffic was the major reason why through service into Lowell was suspended during the fall, winter and spring of 1910-11 and in subsequent years. While changing cars at Meadow Road was an inconvenience, so few patrons were involved that complaints made to the management fell on deaf ears.

Even the summer riding to and from Canobie Lake Park was not all that it might have been for Lakeview Park, served by the Lowell-Nashua line of the Boston & Northern, was only five miles from downtown Lowell and much more convenient for residents of the city. While Lakeview did not have as many attractions as Canobie, it did offer boating, dancing, bathing and fishing and rides on a huge roller coaster. A little farther along the line was Mountain Rock Park, which featured an enclosed baseball field and large picnic groves.

Haverhill and Nashua residents, however, flocked to Canobie Lake Park in large numbers and on summer weekends, cars carried capacity crowds to and from the inland resort from early morning until late at night. Until the automobile era began, double headers were not uncommon between Haverhill and Canobie, even during the hours of 15 minute service, and there were frequent extras between Nashua and Canobie. Thirty-eight 14 bench open cars were regularly assigned to the Western Division for many years and at times, there was so much business that cars



Edward C. Blois, left, motorman, and Dave Stevens, conductor, were the crew of No. 158 when it ran over explosives placed on the track on Jackson Street, near Brook Street, Methuen, early on the morning of May 8, 1919. Lawrence textile mill strikers were blamed for the dynamiting.

Line Car C-No. 5 near Whitney's Siding on the Haverhill-Lawrence line about 1928. At left is line foreman Ivan C. Reed Sr., while the motorman is J. T. Johnston.



Shown at Haverhill Junction is one of the Laconia semi-convertibles assigned to the Haverhill-Lawrence line.

had to be borrowed from the Eastern Division and crews had to be sent down to Salem from the Dover, Somersworth & Rochester Street Railway. Both men and equipment were severely overtaxed on such occasions.

The only sections of the main line that carried any appreciable traffic during the fall, winter and spring were the five miles between Haverhill and Ayers Village; the two or three miles along Main Street in Salem Center and Salem Depot, and the three miles between Nashua and Hudson Center. The U. S. Mail, incidentally, was carried in closed pouches between Haverhill and the Ayers Village postoffice, two round trips daily except Sundays being provided, and closed pouch mail also was carried between the Salem Center and Pelham Center post-offices via Salem Depot, there being three round trips daily except Sunday in each direction. After 1911, a small amount of freight was handled on regular passenger cars but this was of little importance.

The main line was served by cars and crews from both the Salem and Pelham carhouses, most of the runs operating from the former, and the substations at these barns initially provided all the power for the route. After the opening of the Methuen substation in 1909, this furnished the power for the track-  
age between Haverhill and Haverhill Junction, the Salem and Pelham stations sharing the balance of the main line load.

#### THE HAVERHILL-LAWRENCE LINE

Without doubt the most heavily-patronized route of the Western Division throughout the year was that between Haverhill and Lawrence. This line had a 30-minute year round headway and the running time for the 10.42 mile trip from White's Corner, Haverhill, to Essex and Hampshire Streets, Lawrence, was 45 minutes, 10 minutes less than that of the Boston & Northern's principal and shorter route (9.5 miles) between the two cities along the present Route 110 through Pleasant Valley.

(It may be significant that the Boston & Northern omitted the Traction Company's Haverhill-Lawrence line from its "Tri-State Trolley Maps" and other literature during the early 1900s — although other routes of the Traction Company system were delineated).

For all practical purposes, until 1906, the starting point of the Haverhill-Lawrence line (and of the main line too) in Haverhill was the westerly side of the B&M grade crossing on Winter Street. A shuttle car, serving both the main line and the Haverhill-Lawrence route, was operated between White's Corner and the easterly side of the crossing, a distance of about one-half mile. The car used on this shuttle was operated out of the Plaistow carhouse on the Eastern Division.

The grade crossing was eliminated in February 1906 and thereafter all Haverhill-Lawrence and main line cars ran through to and from White's Corner, stopping at a transfer station near the intersection of Winter and Locust Streets to exchange passengers with Eastern Division cars. There also was some in-

terchange of passengers with the Haverhill & Amesbury Street Railway at Winter, White and Emerson Streets and after the Haverhill & Amesbury was taken over by the New Hampshire Electric Railways in 1909, a connecting switch was installed at the intersection so that Eastern H&A (later Merrimac) Division cars could be run to Western Division points, particularly Canobie Lake Park and the shops at the Salem carhouse.

Initially, there were two turnouts between White's Corner and Haverhill Junction, one being located at Lafayette Square and the other, known as Martin's Siding, being situated on Broadway about opposite the entrance to Broadway Cemetery. Because of increasing traffic and resulting congestion at the junction, the Haverhill & Southern New Hampshire, early in 1907, was granted authority to construct a .56 mile stretch of double iron from Martin's Siding to the foot of Webster Hill and to provide a double track branch-off from the main line to the Haverhill-Lawrence route. This project was completed between 1908 and 1910.

Incidentally, main line cars approaching Haverhill Junction from Salem were required to make a "know-nothing" safety stop atop Webster Hill so that motormen could test the brakes, both air and hand, before descending the steep slope, but even with this precaution, there were several near collisions, particularly during slippery leaf season in the fall, due to the inability of cars to stop on the grade. On one occasion, it is known, a main line car, running down the hill out of control, missed a Lawrence-bound car by inches just as the latter was turning off onto the private right of way at the junction.

But the only accident at Haverhill Junction of which there is any record occurred on Tuesday, July 4, 1911, on the Lawrence line about 150 yards south of the junction, when Cars 78 and 95 collided head-on about 6 p. m. The crash came after Motorman William J. Ferguson of Car 78 ran a block signal located at a point just beyond where the double track branch-off from the main line narrowed to single iron.

One passenger was killed, 78 others were injured and three crewmen were hurt and the ends of both cars were demolished.

According to a newspaper report of the accident, Car 78, with Motorman Ferguson and Conductor Walter F. Hadley as its crew, was running extra from Haverhill to Lawrence and had left the Haverhill transfer station at 5:45. Car 95, which had left Lawrence at 5:30, was making a regular run, its crew being Charles E. Lewis, motorman, and William A. McCarthy, conductor.

Motorman Lewis had his left leg so badly crushed it had to be amputated. George Campbell of Lawrence was injured fatally and died shortly after the crash.

The *Haverhill Gazette* account noted that the day had been very hot and commented that Motorman Ferguson apparently had been affected by the high temperature and did not notice the red light in the signal. Official records indicate that Ferguson left the railway's service but do not state whether he resigned or was discharged.

Another incident on the Haverhill-Lawrence line worthy of note occurred during the summer of 1910 when Inspector Hugh McLean was stabbed and seriously wounded as he was attempting to eject two troublesome passengers from a Haverhill-bound car. Removed to the Hale Hospital in Haverhill, he was given emergency treatment and then admitted. One of the men was captured shortly thereafter and was identified by McLean as his assailant.

McLean recovered from his wounds and continued in the service of the company for many years thereafter, subsequently returning to his original duties as conductor and later qualifying as a motorman.

Although the schedule speed for the entire Haverhill-Lawrence route was 13.9 miles per hour, it was considerably higher on certain sections of the line. Between Haverhill Junction and Allen's Siding, near Maple Street, Methuen, a distance of 2.44 miles, the running time was five minutes, for a schedule speed of 29.28 miles per hour. The running time was 13 minutes for the 4.82 miles between Haverhill Junction and Whitney's Siding on Jackson Street, Methuen, calling for a schedule speed of 22.24 miles per hour. At the other end of the scale, however, the running time for .61 mile between Short Street siding and the Lawrence terminal was eight minutes due to narrow and congested streets, the schedule speed being only 4.47 miles per hour.

The fastest cars on the Western Division were assigned to this profitable route and during 1909, five of the Laconia 30-foot closed cars, Nos. 66, 68, 76, 78 and 80, were equipped with new, easy-riding Standard C-50 trucks, with a wheelbase of 6 ft. 4 in., especially for this line. New motors and controllers also were provided and unlike other Western Division closed cars, which were stripped of motors, controllers and sometimes trucks for use on open cars in summer, these five cars remained "alive" the year round.

Later, in late 1916 or early 1917, six new Laconia semi-convertibles, Nos. 148 even through 158, were assigned to the Salem Division. Heavy and fast, they were ideal for operation on the Haverhill-Lawrence and three were assigned to provide the base service on this route, the other three being operated on the main line. They were known as the "U-Boats" and one of them, No. 158, was moderately damaged early in the morning of May 8, 1919 when it ran over two pounds of dynamite and a small quantity of another explosive placed on the track on Jackson Street, near Brook Street, Methuen, reportedly by Lawrence textile mill strikers. Many windows were shattered, the trucks were damaged and one wheel was cracked by the blast. About 70 passengers were on the car, bound from Lawrence to Haverhill, but none was seriously injured, a few being cut by flying glass.

The car was run to Whitney's Siding and later, after its passengers were transferred to another car, was towed back to the Salem carhouse for repairs.

Police theorized that the strikers meant to blow up the first car from Haverhill to Lawrence, which was expected to be carrying strike breakers to the Lawrence mills. No. 158's passenger load consisted

largely of Lawrence and Methuen men employed in Haverhill shoe factories.

Riding on the Haverhill-Lawrence route was particularly heavy during the winter of 1916-17 when Haverhill was "dry" and Lawrence was "wet" — from an alcoholic point of view. Every available car was pressed into service at night to carry those in quest of "the cup that cheers" and a mechanic was sent down from the Salem shops to Haverhill Junction to make emergency repairs in the event of a breakdown as it was next to impossible to shift off cars. According to report, Haverhill-bound cars late at night usually carried a three-man crew because of the possibility — and the occasional outbreak — of trouble among the oft-inebriated passengers. A switch stick or a heavy, brass controller handle were effective in calming the more rambunctious.

An annual busy day on this route was the third Sunday in May when "May Sunday" was observed in the Lawrence churches. A 15-minute headway, with two or three sections per trip, was operated in order to carry crowds bound from Haverhill to the up-river city to see the mammoth parade of children — and back to Haverhill again after the procession. Again, a mechanic was sent down to Haverhill Junction to be handy in the event of car trouble.

#### THE LAWRENCE-CANOBIE LAKE PARK LINE

Half-hourly service between Lawrence and Canobie Lake Park was inaugurated on the morning of Saturday, Aug. 23, 1902, and until the park closed for the season, this line had just about all the business it could handle, particularly on weekends. Lawrence and Methuen residents flocked to the resort in large numbers and traffic on this route became so heavy in subsequent summers that it was not uncommon for 15-minute service to be given on Saturdays and Sundays and for trips to run in sections of two or three cars. The distance between Lawrence and the park was 8.5 miles and the running time was 38 minutes.

During the fall, winter and spring, cars were operated on a 30-minute headway between Lawrence and Point A Junction, 6.98 miles, with a running time of one half hour. At Point A, connections were made with eastbound and westbound main line cars.

This route was a difficult one on which to maintain the schedule time as cars required 20 minutes to cover the 3.32 miles between the Lawrence terminal at Essex and Hampshire Streets and Methuen Junction, leaving only 10 minutes for the 3.36 miles between the junction and Point A or 18 minutes for the 5.15 miles between the junction and Canobie Lake Park. As vehicular traffic in Lawrence and Methuen increased, the trolleys often were delayed in getting in and out of the city, with the result that the running speed of 17.16 miles per hour between Methuen Junction and the park frequently was greatly exceeded.

There was no "Mountain" on the Lawrence-Canobie Lake Park line but the route did have a fairly long stretch of steady downgrade, which motormen used to make up lost time. This was between Brady Avenue, just across the state line in Salem and

Hall's Crossing. About a mile in length, it was as straight as an arrow and cars sped along as fast as their wheels would turn. There were two pine trees near the end of the tangent and motormen used these as guides to shut off the power and apply the brakes just enough to slow the cars before reaching the Hall's Crossing and the start of the double iron. Then it was full speed again the rest of the way to the park entrance, with perhaps brief pauses at Point A and Point C if connections had to be made.

Because of the speed requirements, no two-motor passenger cars were permitted on this route and thus, when the Bay State Street Railway or other foreign roads ran specials to Canobie Lake Park, they had to be selective when assigning equipment to the charter trips. Such specials usually were taken over by Western Division crews at Broadway and Oakland Avenue, Methuen, and after arriving at the park and discharging their passengers, the charter cars frequently were run to the Salem carhouse (if there wasn't room on the inside loop at the park terminal), laying over there until it was time to convey the special party home.

Former Western Division conductors have related that regular cars running between Lawrence and Canobie Lake Park in summer frequently were jammed to the running boards and that the collection of 125-150 fares on an open trolley with a seating capacity of 70 passengers was not an uncommon thing. Annual reports of the Lawrence & Methuen mention several incidents of conductors being grazed by poles beside the track when swinging out to get around passengers riding on the running boards of crowded cars and there also were a few accidents involving passengers and poles. As a result of such mishaps, the following rule was placed in effect:

"Conductors and motormen on the Lawrence and Canobie Lake Park line, when leaving Methuen Junction for Lawrence, must not allow passengers to ride on the running boards unless it is ABSOLUTELY IMPOSSIBLE for all passengers to be seated or stand inside of the car.

"When there is no room in the car and you are obliged to allow passengers on the running boards, you will stop your car and caution passengers so riding to keep a sharp lookout for trees and poles."

Although Canobie Lake Park was closed from early October until May 30, for a time during the fall and early winter, usually until the first heavy snowfall, the first cars from the Salem carhouse to Lawrence in the morning and the last trips from Lawrence to the carhouse at night negotiated the park loop. Some main line trips also ran around the loop and occasional trips were made between Point A and the park at other times of the day. Similar service was provided from mid March until Memorial Day.

Point A, incidentally, was one of the busiest junctions, if not THE busiest, on the Western Division, particularly during the summer season when cars arrived and departed every few minutes. There was a combined lunchroom and waiting station there and nearby were a tool house for the division's track gang and a stone crusher, which provided sizable

quantities of crushed rock ballast. A covered waiting platform and later a store were provided at Point C Junction for the convenience of those passengers who had to change cars and who did not wish, or did not have time, to ride to Canobie Lake Park.

The right of way of the Lawrence-Canobie Lake line ran a short distance to the west of the present Rockingham Park race track in Salem, and during the spring of 1906, while the track was under construction, the Hudson, Pelham & Salem constructed a spur to the park grounds from a point near Hall's Crossing. At the same time, a double track curve was laid at Point A Junction, connecting the Lawrence-Canobie Lake route with the main line, so that cars from Nashua and Lowell could run directly to the Rockingham Park spur, which terminated in a large loop. As a matter of fact, the railway planned to provide direct service to Rockingham from Haverhill, Lawrence, Lowell and Nashua.

Unfortunately, the New Hampshire Breeders Club, which owned Rockingham, ran afoul of New Hampshire's anti-gambling law and was forced to halt racing. The spur into the park was removed in 1907 but the curve at Point A Junction was left in place — although seldom used except by service cars.

Rockingham Park was used as a military training area during World War I and automobile races were held there during the 1920s. Today, it is one of the outstanding race tracks in the United States — but the trolleys which once ran nearby are long gone!

#### THE LAWRENCE-METHUEN TOWN FARM LINE

Last but not least among the routes of the Western Division was that from Lawrence to the Methuen Town Farm and Titcomb's Junction, 7.24 miles, over which hourly service commenced on May 3, 1903. From Titcomb's Junction, the cars continued on to Pelham Center and then to Nashua, 19.66 miles from Essex and Hampshire Streets in Lawrence. Half-hourly service is believed to have been given during the summer of 1903 but hourly time was resumed in the fall and was continued through the spring of 1904. The running time for the through route, incidentally, was 1 hr. 30 min. and cars and crews for the line came from the Pelham carhouse.

While the coming of the electric cars sparked a minor residential building boom along Pelham Street in Methuen, there was little development of the sparsely-settled area between the Methuen Town Farm and Titcomb's Junction. Passengers riding beyond the Town Farm, which was the effective end of the first fare limit out of Lawrence, were few and far between and the Lawrence-Nashua through service proved a dismal failure.

As a result, early in 1904, the New Hampshire Traction Company established a regular Lawrence-Methuen Town Farm run. An hourly headway was provided, the running time for the 5.44 mile trip being 30 minutes. Only infrequent service was given to Titcomb's Junction, this being provided by Town Farm cars en route between the Salem carhouse and Lawrence in the early morning, possibly around noon, in the late afternoon and in the late evening.



The junction of Essex and Hampshire Streets was the Salem Division's terminal in Lawrence. In this view, the semi-convertible is bound for Haverhill while the closed car ahead is on the Point A Junction run.

Filled with youngsters probably bound for a picnic is No. 119, believed photographed near the Methuen Town Farm.



One of the Laconia 25-foot closed cars of the 86-102 class, possibly running from Lawrence to Pelham Center in late 1918, at an unidentified location.



During late 1905 or early 1906, approximately .74 mile of track between Titcomb's Junction and Webster Avenue, Pelham, about a half mile north of the state line, was removed, the rails being used in the construction of the spur from Hall's Crossing to Rockingham Park. Residents of Pelham protested this action and filed suit against the receiver of the Hudson, Pelham & Salem. The planned dismantling of more of the trackage between the junction and the state line was barred and on December 26, 1906, Justice Edgar A. Aldrich, sitting in the U. S. Circuit Court in Concord, ordered that the rails already removed be replaced and that the line be reopened. His order was obeyed insofar as replacing the rails was concerned but once again the only service given was that afforded by cars running to and from the Salem carhouse. The number of trips is unknown but it wasn't very many.

Effective December 12, 1910, the number of trips between the Town Farm and Titcomb's Junction was reduced to two per day. One was made in the early morning by a car en route from the Salem carhouse to Methuen and the other was made at 11 p. m. by a car bound to the barn from Lawrence.

More than 100 residents of Pelham signed a petition protesting the action and on January 10, 1911, after a hearing, the Railroad Commissioners ruled that the severe curtailment was, in effect, practically a discontinuance of service, for which the Hudson, Pelham & Salem had no authority. They ordered the railway to resume the schedule in effect prior to the curtailment and directed that it should be maintained until otherwise permitted.

Traffic between Lawrence and the Methuen Town Farm increased slowly but steadily and while no attempt was made to shorten the headway, which remained at one hour, early morning and late afternoon extra trips were added as needed. The volume of riding remained at a fairly even level throughout the year for many of its patrons were textile workers who commuted daily to and from work. For a few years, every other trip from Lawrence to the Town Farm continued on another mile or so to Webster Avenue, and during the summer, particularly on Sundays, there was some excursion riding to Connelly's Grove, a small picnic area a short distance north of the Town Farm. The route also served campers and cottagers at Harris Pond (later called Forest Lake), lying to the west of Pelham Street in the Towu Farm area.

Both the Lawrence-Methuen Town Farm and the Lawrence-Canobie Lake Park cars carried heavy local traffic between the Lawrence terminal and Methuen Junction and this was one of the reasons for the 20-minute running time on this section of the two routes. Town Farm cars had only 10 minutes to cover the 2.16 miles between the junction and the farm and no increase in the total 30 minute running time was allowed for those trips which continued on to Webster Avenue. Because of the tight schedule, so-called high speed cars regularly were assigned to this route.

The operation of street sprinkler cars over the tracks of the Boston & Northern and Lawrence &

Methuen Street Railways in Lawrence was undertaken by the American Car Sprinkler Company of Worcester, Mass., during the late spring of 1910 and the agreement with the L&M and its successor, the Massachusetts Northeastern, appears to have been renewed annually through 1917. The sprinkler concern compensated the railway at the rate of 10 cents per car mile and also provided a liability insurance policy in the amount of \$25,000 to protect the L&M and the MNE against any suits for damages resulting from the operation of the sprinklers. So far as can be determined, the sprinkler cars were operated on Hampshire, Center, Bruce, Short, Elm and Pine Streets and Erving Avenue.

## THE 1918 CURTAILMENT

The drastically curtailed schedules placed in effect on the Massachusetts Northeastern system on Oct. 14, 1918 resulted in extensive changes on the Salem Division, including the temporary abandonment of the trackage between Point A and Titcomb's Junction and the rerouting of all main line service through Lawrence, two changes of cars being necessary for through passengers between Haverhill and Nashua or Lowell.

Weekday service called for a two-hour headway between Haverhill and Salem Depot and a two-hour headway between Meadow Road and Nashua via Pelham Center. Cars left Lawrence for Salem Depot at 7, 8, 9 and 11 a. m., at noon and hourly until 7 p. m., and then at 9, 11 and 11:30. Half hourly service was continued between Haverhill and Lawrence while an hourly headway was maintained between Lawrence and Pelham Center via the Town Farm. Some extra service was given between Haverhill and Ayers Village and between Haverhill and Salem in the early forenoon, at noon, and in the late afternoon and late evening.

Schedules were arranged to provide positive connections by Lawrence-Salem Depot and Haverhill-Salem Depot cars; by Haverhill-Lawrence and Lawrence-Pelham Center cars at Lawrence, and by Lawrence-Pelham Center and Meadow Road-Nashua cars at Pelham.

Normal service was restored on all lines in March 1919, a few months after the World War I Armistice, and during the summer of that year, the cars ran practically the same as before: half-hourly between Haverhill and Lowell, between Haverhill and Lawrence and between Lawrence and Canobie Lake Park. Half hourly service also was given between Pelham and Nashua but the Saturday and Sunday through service between Nashua and Canobie Lake Park had been discontinued, passengers being required to change at Pelham as on weekdays. An hourly headway was maintained on the Town Farm line but employes' timetables indicate that the trips to Webster Avenue no longer were being made. Service between the Town Farm and Titcomb's Junction was down to two trips daily, one in the early morning and one late at night, but this time there were no protests.

Hourly service on the main line between Haverhill and Nashua was resumed on Sept. 9, 1919, an hourly

headway also being maintained between Pelham Center and Meadow Road. Half hourly service was given between Lawrence and Point A and between Haverhill and Lawrence and hourly time was in effect on the Town Farm line. At first, practically the same service was given on both weekdays and Sundays but early in November, because of a drop in patronage on the Sabbath, Sunday service was cut sharply, a two-hour headway being maintained between Haverhill and Nashua; hourly service being given between Lawrence and Point A, and only a few trips being made between Pelham Center and Meadow Road. Some reductions in weekday service are believed to have been made at the same time but timetables which might corroborate this unfortunately are unavailable.

**OPERATING PROCEDURES**

All movements of regular and regularly-scheduled extra cars on the Western Division were governed by employes' timetables, the mimeographed forms used listing the various runs, noting arrival and departure times at terminals, as well as meeting and relief points, and indicating places at which crews were to report to the dispatcher on duty. (Similar timetables were used on the other divisions). There were approximately 30 telephone booths on the division, the main switchboard being located at the Salem carhouse, with a pony board at the Pelham barn. In addition, as previously reported, the lines were protected by United States electric signals, showing white for a clear line and red for an occupied block.

The use of written train orders was inaugurated in early 1908 and the system followed was described in the *Electric Railway Journal* of December 24, 1910:

"At each siding and at other points along the line, there is a telephone booth in which are installed a telephone set, a lightning arrestor and an Egry triplicate copying machine. The conductor, after receiving his orders from the dispatcher, writes them out and then repeats them back to the dispatcher, who gives his O.K. and puts down the time on his train sheet. The dispatcher enters his orders on a regular train sheet similar to that used on steam roads and is held responsible for the service. This system is used . . . when extra cars are run over the various lines. When the regular schedules are in force, all cars pass at designated points and dispatching orders are not given except for the control of line crews, during delays or when accidents occur."

After receiving the O.K. from the dispatcher, a conductor was required to note the time and sign his name and that of the motorman, as well as the name of the dispatcher giving the order. The conductor was to retain the original copy of the order and give the carbon copy to the motorman, the third copy remaining in the Egry machine and being available for comparison with the dispatcher's train sheet if the need arose.

When trips were run in sections of two or more cars, all but the last car carried car following signals. At first, these were small metal signs, hung on car dashers, but during 1908, the signs were replaced by red and white flags. The conductor of the first section was required to give conductors of opposing cars (when crossing at turnouts) a car crew's operating information form, specifying the exact number of cars following. The same blank was used to protect work cars operating between turnouts.

All cars carried two red taillights at night and repair crews working on the track or overhead protected themselves with green flags during the day and green lanterns at night.

**MASSACHUSETTS NORTHEASTERN ST. RY. CO.**

Dispatching Order No. 6 Date 10/14/1919

*[Signature]*

*[Signature]*

*[Signature]* Conductor *[Signature]* Motorman

Correct at *[Signature]* Dispatcher

SEE SIGN SIGNALS COMPANY, BOSTON, MASS.

**Massachusetts Northeastern St. Ry. Co.**

**CAR CREW'S OPERATING INFORMATION**

Regarding Cars Crossing at Sidings, and Cars Working Between Sidings

..... Siding

There are 5 cars following this car, making ..... cars crossing you at this siding.

NOTE—Use this space for passenger or work cars, giving description of car following to points between sidings.

..... Car followed on to .....

**LOOK OUT FOR THEM**

Date ..... 191 Time ..... M

Conductor .....

Instructions to be followed in filling out this blank.

When one or more cars are running in the same section, or cars are at work between sidings, conductor on head car will fill out this form, date and sign it, specify number of cars following, in description of car working between sidings and pass same to his motorman to be read and verbally approved. After being approved by motorman the conductor will give it to the conductor of the head car which he is to cross on arrival at the next siding, and give such information at all crossing points.

In all cases where this form is used for giving or receiving information, the conductor must fully inform his motorman before giving signal to start his car.

All information reported received by conductor must be left at the Superintendent's office at the close of the day's work.

Form 856-100m-7 III. A.T.H.Co.

## FARES

As on the Eastern Division of the New Hampshire Traction Company, the basic cash fare on the Western Division was five cents, each line being divided into two or more five cent zones. There were five zones on the main line between Haverhill and Lowell (two zones between Haverhill and Canobie Lake Park); two zones between Haverhill and Lawrence; two zones between Lawrence and Canobie Lake Park; two zones between Lawrence and Titcomb's Junction and two zones between Pelham Center and Nashua. Special reduced rate round trip tickets from Haverhill, Lawrence, Lowell and Nashua to Canobie Lake Park were available in summer, and in Lawrence and Methuen, where the franchises required three cent fares at certain times of the day, ticket books containing 50 or 100 coupons were available for \$1.50 and \$3 respectively.

Effective June 1, 1904, the Traction Company increased the number of zones between Haverhill and Canobie Lake Park from two to three, the first zone ending at Lake Street, a short distance east of Ayers Village. The action provoked strong protests from residents of the village, for whom the fare to and from downtown Haverhill had been doubled — from five to ten cents. Pointing out that the Haverhill & Southern New Hampshire's franchise permitted no more than a five cent fare within the city of Haverhill, they carried their objections to the Massachusetts Railroad Commissioners and won their point.

Thereafter, Ayers Village local patrons paid only five cents but, for about a year, through passengers between Haverhill and Salem had to pay 15 cents instead of the previous dime. The original fare zones between Haverhill and Canobie Lake Park were restored on Aug. 17, 1905.

From June 1 to July 19, 1904, there also were three zones on the Haverhill-Lawrence line, and additional zones were added temporarily between Point A and Nashua and between Point A and Lowell. With the additional zones, it was found that while the per passenger revenue increased, the number of passengers decreased and the net result was a drop in receipts.

One change which the Traction Company was able to make stick, however, was the abolition of the three cent tickets and the substitution of a 3¾ cent ticket, good only on multi-zone rides. These subsequently were replaced by mileage books, so-called, which were good only on trips covering two or more zones and were sold in books of two zone, three zone and four zone coupons.

Another attempt to increase the number of fare zones between Haverhill and Salem from two to three was made by the Haverhill & Southern New Hampshire on November 1, 1905 when it petitioned the Railroad Commissioners for authority to split the

single zone between Haverhill and Wilson's Corner into two parts, the first again ending at Lake Street. The move was disapproved by the state board, which, in its finding of February 26, 1906, said the railway should continue the single zone "a little while longer."

(While the case was pending, the New Hampshire Electric Railways, on December 1, 1905, abolished the multi-zone coupon books and substituted ticket books containing 120 coupons, each good for one fare zone. These books were sold for \$5 and the coupons were unrestricted in use, being accepted for a one zone ride or a trip covering several zones.)

Effective November 1, 1908, the cash fare on the Haverhill & Southern New Hampshire, the Hudson, Pelham & Salem and the Lowell & Pelham Street Railways was increased from five to six cents. At the same time, the Lawrence & Methuen Street Railway boosted the fare on the Lawrence-Methuen Town Farm line to eight cents — five cents being charged between Lawrence and Methuen Junction and three cents more for the balance of the route. The five cent rate between Lawrence and Hampshire Road on the Canobie Lake line and the 10 cent through fare between Haverhill and Lawrence were not changed. However, the 120 coupon books were abolished.

Residents of Ayers Village, again citing the Haverhill & Southern New Hampshire's franchise requirement, protested the increase to six cents and patrons of the Town Farm line violently opposed the extra three cent charge imposed by the Lawrence & Methuen. Hearings were held before the Railroad Commissioners and on February 10, 1909, the board announced its decision. It found that the six cent rate between Haverhill and Wilson's Corner was "reasonable and proper" but ruled that the eight cent fare on the Methuen Town Farm line was "excessive, unreasonable and discriminatory," and called for a reduction to five cents. At the time, the Commissioners had no power to order a decrease but the Lawrence & Methuen followed their recommendation.

The new rates were maintained by the Haverhill & Southern New Hampshire, Hudson, Pelham & Salem and the Lowell & Pelham until May 1, 1909 when the zone fare was reduced to five cents for the summer season. The rate went back up to six cents for the five zones between Haverhill and Nashua on November 1, 1909, but on the two zones between Pelham and Meadow Road, the rate was held at five cents, it having been found that the six cent fare had resulted in distinct losses in both travel and earnings.

The arrangement of six cent fares from November 10 to May and five cent fares from May until November between Haverhill and Nashua was maintained until 1913. The reason that the six cent fares were

**NEW HAMPSHIRE ELEC. RYS. WESTERN DIV**  
Identification Cheek.

Haverhill.  
Wilson's Cor.  
Point A.  
Pelham.  
Hudson.  
Nashua.  
Lowell-Draout.  
Lowell.  
North St.  
Lawrence.  
Methuen Jet.

**NEW HAMPSHIRE ELEC. RYS. WESTERN DIV**  
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Point A.  
Pelham.  
Hudson.  
Nashua.  
Lowell-Draout.  
Lowell.  
North St.  
Lawrence.  
Methuen Jet.

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H. & S. N. H. ST. RY. CO.  
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230  
000713

FROM TO

WESTERN DIV. ONLY

North Street  
Salem Depot  
Point "B"  
Pelham  
Hudson Centre  
Nashua  
Banive Street (METHUEN LINE)

SPECIAL

1 1530 45  
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31 1530 45

COUPON  
NOTICE  
Not good if detached  
This coupon detached  
Not good if hour punched  
on body of transfer  
P. M. HOUR

Medman Transfers, Rochester, (N. Y.) Btg. Co.

Issued by No. **928**

**SUBSIDIARY COMPANIES**  
OF THE  
**New Hampshire Electric Railways**

Good only to Line punched on next car leaving transfer point after time punched.

1 1530 45  
2 1530 45  
3 1530 45  
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FROM TO

A. M. P. M.

WESTERN DIV.

Point A ONLY.

West-bound passengers boarding cars east of Wilson's Corner are entitled to a transfer good to Point A ONLY.

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MASSACHUSETTS NORTHEASTERN STREET RAILWAY CO.

ISSUED BY  
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MASSACHUSETTS NORTHEASTERN STREET RAILWAY CO.

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FROM TO

Western Div.

WILSON'S CORNER  
HAMP-HIRE ROAD  
METHUEN TOWN FARM  
YOUNG'S CROSSING  
POINT "A"  
SALEM DEPOT  
KNOX & JACKSON STREETS (Methuen Line)  
FOREST STREET  
Eastern (N. H.) Div.  
HAVERHILL & PLAISTOW LINE  
Eastern (Mass.) Div.  
KAULBACH'S  
SPECIAL

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MASSACHUSETTS NORTHEASTERN STREET RAILWAY CO.

Transfer Form R 6024

**SALEM DIVISION**

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DESTINATION

Centre & Ohlmsford Sts. (Methuen Line) \*  
Hampshire Road \*  
Hudson Centre \*  
Knox and Jackson Sts. (Methuen Line) \*  
Methuen Town Farm \*  
Nashua \*  
North Street \*  
Pelham \*  
Point A \*  
Point C \*  
Salem Depot \*  
Wilson's Corner \*  
Young's Crossing \*  
AMESBURY DIV.  
Haverhill and Plaistow Line \*  
MERRIMAC DIV.  
Kaulbach's \*  
B. S. St. Ry. Co.  
Lowell Regular \*  
Lowell School \*  
SPECIAL

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ISSUED BY  
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001007

H. & S. N. H. ST. RY. CO.  
M. P. & S. ST. RY. CO.  
L. & M. ST. RY. CO.

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FROM TO

Western Div.

WILSON'S CORNER  
HAMPSHIRE ROAD  
YOUNG'S CROSSING  
POINT "A"  
SALEM DEPOT  
JACKSON STREET (Methuen Line)  
FOREST STREET  
Eastern (N. H.) Div.  
Haverhill & Plaistow Line  
Eastern (Mass.) Div.  
KAULBACH'S  
SPECIAL

COUPON  
NOTICE  
Not good if detached  
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on body of transfer  
P. M. HOUR

P. M. HOUR

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not maintained through the year, instead of being charged for only six months, was the fear that the higher rate would adversely affect the pleasure travel between Haverhill or Nashua and Canobie Lake Park during the summer months.

Free transfer privileges on the Western Division were so numerous that it is impossible to relate them all here but it might be noted that passengers on Western Division cars entering Haverhill, from 1909 on, were entitled to transfers good to Pine Street, Plaistow, on the Eastern N. H. Division, or to Kaulback's on the Eastern H&A Division. Conversely, passengers on Eastern N. H. or Eastern H&A Division cars entering Haverhill were entitled to free transfers good to Forest Street, near Haverhill Junction, on the Western Division.

The Massachusetts Northeastern made no changes in the Western Division fare zones, rates or transfer privileges through 1915. The zones, incidentally, ranged from a minimum of 3.05 miles (Hudson Center-Tremont Square, Nashua) to a maximum of 6.23 miles (Pelham Center-Hudson Center) in length, and on weekdays in summer, when cars were running through Canobie Lake Park, it was possible to ride all the way from Salem Depot to Pelham Center, 8.6 miles, for a single unit of fare.

Effective November 1, 1916, after hearings before the Massachusetts and New Hampshire Public Service Commissioners, the zone rate on the Western Division was increased from five to six cents and the single zone between Hudson Center and Pelham Center, 6.23 miles, was divided into two zones of approximately equal length, the first, 3.11 miles, extending from Hudson Center to the Hudson-Pelham town line, and the second, 3.12 miles, from the town line to Pelham Center. Five cent tickets, limited as to hours of use, were available for trips between White's Corner, Haverhill, and Liberty Street at Ayers Village, or between White's Corner and North Street, Methuen. At Lawrence, limited tickets were sold for trips between Essex and Hampshire Streets and North Street, Methuen, or Methuen Junction.

As related in previous volumes of this history, an entirely new fare system was adopted by the Massachusetts Northeastern on July 1, 1918, and on the Salem Division, the main line between Haverhill and Nashua was divided into eight five cent sections, all but the last section, between Hudson Center and Nashua, being divided into two 2½ cent zones. There initially were three sections, each with two zones, between Pelham and Meadow Road, but the number was reduced to two effective May 23, 1919. There were three sections between Haverhill and Lawrence, three between Lawrence and Titcomb's Junction, and three between Lawrence and Canobie Lake Park or Salem Depot.

Regular five cent section tickets were sold and three zone tickets were available at the rate of 10 for 75 cents. On the Salem Division, workingmen's and commutation tickets good between Haverhill and Wilson's Corner; between Lawrence and the Methuen Town Farm, or between Lawrence and Hampshire Road on the Point A line, were sold at the rate of 20 for \$1.50. Round trip excursion tickets between Haverhill or Lawrence and Canobie Lake Park were sold for 25 cents in summer, the rate between Lowell or Nashua and Canobie Lake Park being 10 cents more.

The section cash fare was increased from five to six cents on November 14, 1918. Two zone tickets were sold at the rate of five for 30 cents and the rate for three zone tickets was 10 for 90 cents. An increase in the section cash fare from six to 10 cents was effected May 23, 1919 but there were no changes in the ticket rates until June 15, 1920, two-zone tickets thereafter being available at the rate of six for 50 cents, while three-zone tickets were 8 for \$1. All workingmen's and commutation tickets on the Salem Division had been eliminated by this time but school tickets in books of 36 coupons and strips of six coupons, good in Massachusetts only, were sold at one-half the regular ticket fare.

There were no further fare changes through 1924.





George Woodbury, left, and Walter Hadley, in doorway, are the crew of No. 90, shown at Point A Junction, Salem. At the extreme left, beside the station building, is Robert H. Dunbar, division superintendent from 1903 to 1907.

No. 115, bound from Lawrence to Canobie Lake Park, at Point C Junction, Salem.



Dan Carlton is the motorman of No. 115, shown on the private right of way between Canobie Lake Park and Point C Junction.

## THE LAST DECADE

1920-1930

The years from 1920 through 1929 were difficult ones for the Massachusetts Northeastern, the rapid increase in the number of private automobiles, coupled with erratic industrial employment in the system's territory, resulting in a steady decline in patronage and substantial deficits. The company was forced to retrench by abandoning unprofitable lines and curtailing service on others. One-man operation was introduced in an effort to reduce platform expenses and maintenance expenditures were cut to the minimum consistent with safety. But the downward trend<sup>3</sup> could not be reversed or arrested.

The Salem Division was particularly hard hit, largely due to the decrease in pleasure riding to Canobie Lake Park during the summer months. Patrons of the park began to arrive in automobiles in ever increasing numbers and the railway was forced to introduce a parking fee in an effort to recoup some of the lost trolley revenue.

Most adversely affected by the decline in riding was that part of the Salem Division west of Point A — to Pelham Center and on to Nashua or Lowell — and indicative of the early stages of the downward trend was the service offered from Nashua and Lowell to Canobie Lake Park during the summer of 1920. Where formerly there had been half hour headways, there was now hourly service and the running time between Canobie and Lowell had been increased from 1 hour to 1 hr. 15 min. That between Nashua and the park remained at 60 minutes. Half hour service continued to be provided between Haverhill and Canobie; between Lawrence and Canobie and between Haverhill and Lawrence. Town Farm service continued to be provided on an hourly headway.

Late in 1920, the management notified the selectmen of Pelham and Dracut that the Pelham Center-Meadow Road branch was not earning operating expenses and warned that unless there was an improvement in patronage, there would be no alternative but abandonment. Service was continued, however, in accordance with the railway's policy of operating unproductive mileage until a considerable expenditure for rehabilitation was required, and on September 15, 1921, coincident with the seasonal suspension of through service between Merrimack Square, Lowell, and Haverhill, a Birney one-man four-wheel safety car was placed in operation between Pelham Center and Meadow Road.

Revenues continued to decline and since nothing was spent on maintenance of the line, the condition of the track gradually deteriorated. Late in 1922, the Northeastern announced its intention of permanently suspending all service between Pelham and Lowell and filed a petition with the New Hampshire Public Service Commission seeking authority to abandon the 3.049 miles between Pelham Center and the Massachusetts state line at Dracut.

(No such permission was necessary in Massachusetts as Bay State laws merely required the company to give seven days notice of abandonment).

At the time the petition was filed, the weekday schedule in effect called for cars to leave Meadow Road for Pelham Center at 6:45, 8, 10 and 11 a. m., 12 noon, and then hourly until 6 p. m., with a trip at 11 o'clock on Saturday nights only. Cars leaving Meadow Road at 8 and 10 a. m. and 2, 4 and 6 p. m. connected at Pelham Center for Lawrence and Haverhill (there was a 15 minute wait at Pelham), while those departing at 6:45 and 11 a. m. and 1, 3 and 5 p. m. connected for Nashua. Even fewer trips were operated on Sundays.

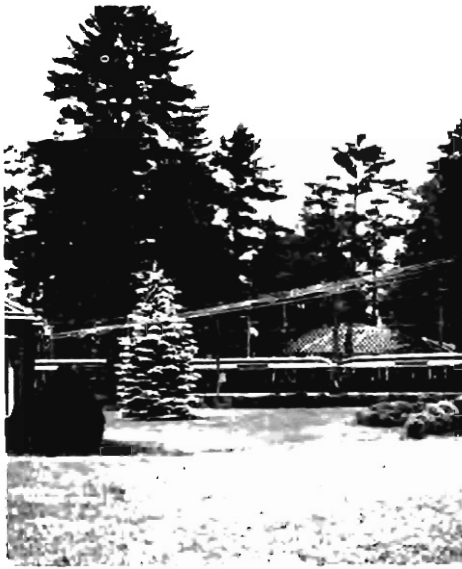
A hearing on the petition was held February 13, 1923, the company asserting that, in addition to having operated at a loss for several years, the line required extensive rehabilitation, which the railway could not afford, if service were to be continued. It pointed out that during the period from January 11 through January 31, the average daily income was only \$24.87, or a total of \$522.18 from 5,889 local passengers and 606 through passengers. It also was noted that there were automobiles at 20 of the 28 houses served by the line in Pelham.

Of course there was opposition — plenty of it. Remonstrants protested the poor service and the irregularity of the schedule and stressed the inconvenience of having to change cars at Meadow Road. The Northeastern's management was the target of severe criticism by several witnesses, who, among other things, charged that the company did not give proper public notice of its timetables.

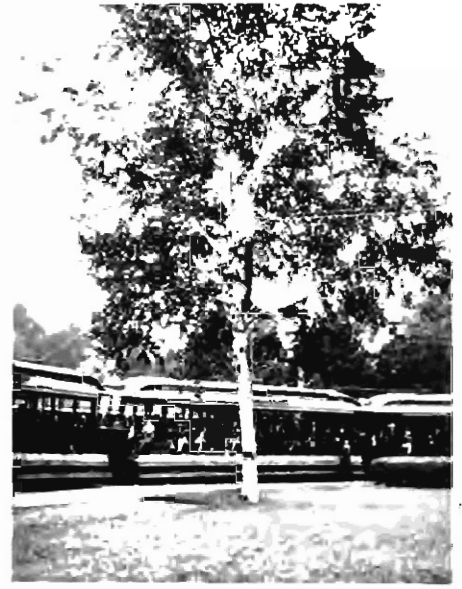
Stating that the continuation of service would involve a burden on the system which it could not reasonably be required to bear, and that the company would not be justified in investing in the rehabilitation of the line, the Public Service Commission, on April 12, authorized the abandonment but set July 1 as the effective date in order to give the town of Pelham an opportunity to provide a municipal subsidy, as permitted by the New Hampshire laws of 1919. No such action was taken, however, and the last cars ran on the appointed day. The track and overhead between Pelham Center and Meadow Road were removed in 1924.

\* \* \* \*

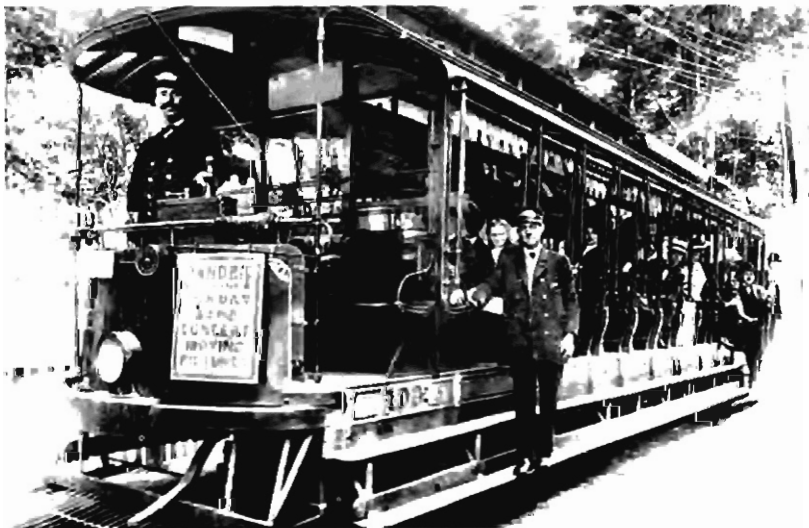
The 20-year contract providing for the operation of Northeastern cars into Tremont Square, Nashua, was due to expire on June 17, 1921 and some time prior to this date, the Northeastern and the Nashua Street Railway, by then operating as an independent company, began negotiating for a new agreement. The two roads were unable to come to terms and the matter was referred to the Public Service Commission, which requested both roads to continue the through service while talks continued.



The Canobie Lake Park loop was filled with special cars on this summer day during the 1920's. The cars in the scene at right were filled with youngsters, probably on a Sunday school picnic.



Lucius B. Whitcomb is the nattily-attired conductor of No. 109, at Canobie Lake Park about 1912.



One of the last four open cars owned by the Northeastern, No. 103 is shown at Canobie Lake Park around 1905. The motorman is Dan McLean while the conductor is Tom Butler.



In stating its case, the Nashua company strongly recommended that the through service be discontinued and that through passengers be required to change cars at the Hudson end of the Taylor Falls bridge. The commission, however, took a dim view of this proposal, stating that it wasn't in the public interest and pointing out that to oblige passengers to transfer at Hudson for Nashua would result in inferior service, which the public would be quick to resent. It urged that a new agreement, on the basis of increased compensation to the Nashua road, be concluded and apparently officials of the two roads reached a meeting of the minds shortly thereafter.

One-man cars were placed in service on the Point A-Nashua line in 1922 and during the summer of 1923, after abandonment of the branch between Pelham Center and Meadow Road, through cars were operated between Haverhill and Nashua on an hourly headway. Effective September 10, 1923, cars began running every two hours, the weekday schedule calling for trips to leave Haverhill at 8:30 and 10:30 a. m. and at 12:30, 2:30, 4:30, 6:30 and 8:30 p. m. Cars departed from Nashua at 6:30, 8:15 and 10:15 a. m. and at 12:15, 2:15, 4:15, 6:15 and 8:15 p. m. The through running time was 1 hr. 45 min.

During the early fall of 1923, the Northeastern petitioned the Public Service Commission for authority to abandon the 13.52 miles of track between Point A Junction and the Hudson bridge. As in the case of the Pelham Center-Meadow Road branch, the company claimed that the route was being operated at a loss and that it did not have the funds to make necessary repairs to the track, roadway and overhead.

More than 150 remonstrants opposed the abandonment plea during an all-day hearing conducted November 13, 1923 at the Hudson Town Hall, some of the most strenuous protests coming from Hudson and Pelham school officials, who stated the discontinuance would deprive students of transportation and possibly halt their education. Also cited was the loss of mail service between Salem and Pelham. Notwithstanding the opposition, the commission felt the petition should be granted and did so, but stipulated that the tracks and overhead should not be removed until June 1, 1924 in the event the Nashua Street Railway should decide to purchase all or part of the trackage.

(While the abandonment petition was before the commission, one of the one-man cars in service came to grief in the Gate City on November 19, 1923 when it was struck by a southbound through freight train at one of the grade crossings near the Union Station. Six persons were injured. According to a report of the mishap, the train was moving slowly and pushed the trolley off the crossing, the car coming to rest parallel to the B&M tracks. Although No. 86 was not damaged beyond repair, it was scrapped shortly after the accident).

The last Northeastern car left Nashua on the night of March 14, 1924 and on the following day, the Nashua Street Railway began service between Nashua and Hudson Center, a distance of 3.09 miles. From March 15 until June 2, the trackage between Hudson Bridge and Hudson Center was leased to the Nashua

company for a total of \$62,500. On the latter date, the property, 1.9 mile of main track and .08 mile of sidings, was sold to the Nashua Street Railway for \$5,000.

(The trackage from Titcomb's Junction to the state line on the Town Farm line, a distance of 1.45 mile, was abandoned at the same time as that between Point A and Nashua).

Coincident with the discontinuance of Point A-Nashua service, the Pelham carhouse was closed as an operating center and thereafter was used for the dead storage of surplus rolling stock. The Pelham substation was shut down and the equipment subsequently was removed. The tracks and overhead between Point A and Hudson Center, however, were left undisturbed and the section between Salem and Pelham was used occasionally for special movements to and from the Pelham carhouse.

During July 1928, the Point A-Hudson Center and Titcomb's Junction-State Line trackage was sold to the Perry Buxton Doane Company, specialists in the dismantling of abandoned street railways, and on September 7 of that year, the Pelham carhouse, which had been cleared out in the late spring or early summer, was sold to one Antonio Palotto of Dracut.

With the abandonment of the Pelham-Meadow Road, Point A-Nashua and Titcomb's Junction-State Boundary trackage, all that remained of the Salem Division were the lines from Haverhill and Lawrence to Canobie Lake Park; from Haverhill to Methuen and Lawrence, and from Lawrence to the Methuen Town Farm, comprising 28.01 route miles and 33.43 track miles, exclusive of trackage rights over the Eastern Massachusetts Street Railway in Haverhill and Methuen.

#### ROUTES AND SERVICE — 1924-1928

The schedule for the summer of 1924 called for half hourly service between Haverhill and Lawrence and hourly service between Lawrence and the Methuen Town Farm. Headways from Haverhill and Lawrence to Canobie Lake Park were hourly in June and half hourly in July and August.

With the advent of the fall season, the Northeastern combined the Lawrence-Point A route with what remained of the former Salem Division main line to create a new run — from Haverhill Junction to Essex and Hampshire Streets, Lawrence, via Salem Depot and Point A, a distance of 13.86 miles. Hourly service was provided and the running time was one hour, cars departing from Haverhill Junction and from the Lawrence terminal on the half hour. Passengers to and from downtown Haverhill rode regular Haverhill-Lawrence cars between White's Corner and Haverhill Junction. A few through cars between White's Corner, Haverhill, and Salem Depot were operated in the early forenoon, late afternoon and at night.

Half hourly service continued to be provided on the busy Haverhill-Lawrence line, cars leaving Haverhill at 15 and 45 minutes past the hour and departing from Lawrence on the hour and half hour. Service on the Methuen Town Farm line, as before, was hourly, with cars leaving Lawrence on the hour.



At the Salem carhouse is No. 86, after it was struck by a freight train in Nashua on Nov. 19, 1923. The car was junked shortly thereafter.



This winter scene shows one of the Laconia semi-convertibles running on the main line between Haverhill and Nashua.

The combination of the Town Farm and Lawrence-Salem-Haverhill Junction runs provided a 30-minute headway between downtown Lawrence and Methuen Junction, where there was fairly heavy local riding.

The base service on the Haverhill Junction-Salem-Lawrence and Lawrence-Methuen Town Farm lines was provided by one-man closed cars, two-man cars being used on these two routes during early morning and late afternoon "rush hours" and throughout the day on the Haverhill-Lawrence route. Two-man crews were required, of course, for the opens operated from Haverhill and Lawrence to Canobie Lake Park in summer but the use of these cars was curtailed gradually and their operation was restricted almost entirely to weekends and holidays when riding to and from the resort was the heaviest. They were used for the last time in regular service during the summer of 1925 but a number of them were available thereafter for charter service.

The service offered during the summer of 1925 was much the same as in 1924 but riding decreased sharply early in August when the railway abolished its 8-1/3 cent tickets and instituted a straight 10 cent cash fare per section, the rate for three-zone tickets being raised from 8 for \$1 to 8 for \$1.20. Previously, only occasional riders had had to pay the 10 cent fare; now regular patrons had to do so and they didn't like it! More and more turned to the use of private automobiles and the schedule for the summer of 1926 reflected this increase in competition, only hourly service being given to Canobie Lake Park from Lawrence and Haverhill. The published timetable noted that additional service to Canobie would be operated when traffic required but this appears to have been given only on infrequent Sundays.

Round trip excursion tickets between Haverhill or Lawrence and Canobie Lake Park were sold from July 11 to September 15 in 1926 but only 8,041 were purchased by patrons, largely because the rate had been increased to 45 cents. Only 6,552 excursion tickets were sold during the 1927 season but there was a decided increase in 1928, when the price was reduced to 30 cents. A total of 19,996 such tickets were sold that season, the gross number including 13,180 in Lawrence and 6,816 in Haverhill.

One-man operation on the Haverhill-Lawrence route finally was introduced in 1928, the change probably being made on September 10 when the base headway was lengthened from half hourly to hourly because of a decrease in riding. Hourly service also was given between Haverhill Junction and Lawrence via Salem and between Lawrence and the Methuen Town Farm. Only five cars were required to maintain the base schedules, two running between Haverhill and Lawrence, two more between Haverhill Junction and Lawrence via Salem, and one on the Methuen Town Farm line.

(Early in the last full year of two-man operation on the Haverhill-Lawrence line, on March 10, 1927, No. 80, one of the Laconia 30-foot closed cars of 1902, was badly damaged in a collision with a line car. O. A. Daggett, the motorman of No. 80 suffered a severe foot injury in the crash and the passenger car was junked later in the year).

Active one-man closed cars on the Salem Division in 1928 included Nos. 60, 64 and 82, all with 30-foot bodies built by Laconia in 1902; No. 96, a Laconia 25-foot closed, also built in 1902; six of the Laconia semi-convertibles of 1916, Nos. 148 even through 158, and two Birney four-wheel safety cars, No. 0160, "Forest Lake," and No. 0170, "Methuen." The two Birneys regularly were assigned to the Methuen Town Farm line.

#### ABANDONMENT AND MOTORIZATION — 1929-1930

The abandonment of all remaining routes of the Salem Division except that between Haverhill and Lawrence first was proposed late in 1926 or early in 1927 when a plan calling for the elimination of all unprofitable lines of the Northeastern was submitted to the railway's bondholders for approval. However, certain legal technicalities in connection with the first and refunding mortgage issued by the company as of July 1, 1914 had to be resolved and it was not until the latter part of 1928 that the way was clear for action to be taken.

On September 25, 1928, the railway's board of directors authorized the president, vice president or treasurer to initiate steps to abandon the trackage from the Haverhill-Methuen boundary at Ayers Village to Salem Depot and Canobie Lake Park; from Canobie Lake Park to Essex and Hampshire Streets, Lawrence, and from Methuen Junction to the Methuen Town Farm. The Salem carhouse was to be closed and the shop facilities there were to be transferred to the Merrimac barn, which was to become the operating center for the Haverhill-Lawrence line and a short branch from Haverhill Junction to Ayers Village.

About a week later, on October 3, a petition for authority to discontinue permanently operation of the trackage within the town of Salem was filed with the New Hampshire Public Service Commission, the Northeastern citing operating deficits and the run-down condition of the track and overhead as the principal reasons for the proposed abandonment.

At hearings held in Concord and Salem on November 13 and December 19 respectively, opponents of abandonment charged that a poorly-arranged schedule on the route from Haverhill Junction to Lawrence did not accommodate the public, which was forced to turn to other means of transportation. They challenged estimated costs of rehabilitation; alleged that the railway management was poor, and said that part of the losses claimed by the company was due to a surplus of help, with some employes drawing pay and at times doing nothing.

The Public Service Commission, in finding for the petitioner on February 21, 1929, declared that while the abandonment of the street railway would cause hardship to those who depended on the trolleys for transportation, the cost of making absolutely necessary repairs and of continuing operation would result in a larger out-of-pocket expense than the Northeastern should properly be called upon to bear. It ruled that the people, as a whole, would not be unreasonably affected by the discontinuance of the 8.02 miles



Here's part of the shop crew at the Salem carhouse. Seated, left to right, Noble Henderson, W. Scatamacchia, Charles Menut, Tom Turner, William Walker, Clarence Whippee, Hugh Nelson and William McMasters. Standing, Bill Bourdelais, Harry Lewis, Clifford Titcomb, Mr. Sylvester, William O'Donnell, Angus McAskill, Herbert Clark, Ralph Call, Roger Perry, Joseph Pattee, unidentified, Lorenzo Hyde, Al Perry, George Harden, Howard Smith, John Saulnier, John A. Pattee, George Spates, unidentified, and George Pattee.



Pausing to have their picture taken are a few members of the Salem Division's track gang.

of main trackage and that the abandonment of service would not be detrimental to the public good.

An order issued on that same date granted authority to abandon on 14 days notice but specified that service should not be discontinued until operation of the connecting trackage in Massachusetts had ceased. The commission also ordered that the tracks and overhead be left in place until May 1, 1929 to give the town of Salem an opportunity to enter into a contract with the Northeastern for the continued operation of the road. However, Salem did not take advantage of such opportunity.

\* \* \* \*

Residents of Methuen also protested the proposed abandonments and at a mass meeting held December 27, 1928, they, in effect, asked the Eastern Massachusetts Street Railway to take over and operate the lines which the Northeastern sought to discontinue. The former was agreeable to the proposal and the latter was more than willing to sell its Methuen trackage to the Eastern Massachusetts. Negotiations for the transfer began almost immediately and a formal agreement was signed by the two companies on February 14, 1929, the price agreed on being \$8,000.

The trackage to be taken over by the Eastern Massachusetts extended from the junction of Oakland Avenue and Broadway to Railroad Square and Methuen Junction; from Methuen Junction to the Methuen Town Farm and the New Hampshire state line, and from Methuen Junction to Hampshire Road, at the state boundary, on the route to Salem and Canobie Lake Park, a total of 5.03 miles, including sidings.

Pending the formal signing of the agreement, the selectmen of Methuen on January 4, 1929, revoked appropriate locations of the Massachusetts Northeastern and granted these same locations to the Eastern Massachusetts. The actual sale was consummated on Monday, February 25, and operation by the Eastern Massachusetts commenced officially at 12:01 a. m. the following day.

(The trackage on Hampshire and Center Streets, from Breen's Corner, Lawrence, to Broadway, Methuen, was abandoned on this same date).

The Northeastern continued to operate cars between Haverhill Junction and Hampshire Road, connecting at the latter point with Eastern Massachusetts cars, for nearly three weeks more. The last trips ran on Sunday, March 17, cars pulling out of the Salem barn in the morning and pulling in at the Merrimac carhouse that night.

As of March 18, 1929, all that remained of the former Salem Division was the Haverhill-Lawrence line and the branch from Haverhill Junction to the Haverhill-Methuen boundary at Ayers Village, comprising 12.49 route miles, .56 mile of second main track and .49 mile of sidings and turnouts, for a single track equivalent of 13.54 miles, plus .05 mile of trackage rights over the Eastern Massachusetts Street Railway on Main Street, from White's Corner to City Hall, Haverhill. These rights were abandoned as of November 4, cars for Lawrence and Ayers Village thereafter leaving from City Hall.

The work of track and overhead removal on the abandoned lines began during the late summer or early fall of 1929, after the conclusion of an intensive car scrapping program in the Salem carhouse yard. Unsuccessful attempts to sell the Salem carhouse and Canobie Lake Park were made in September 1929, a public auction being held on the 14th of that month, but the bids received were deemed inadequate and the properties were retained by the Northeastern. Incidentally, John H. Matthews, who had been superintendent of the Salem Division, was in charge of Canobie Lake Park during the summer of 1929 but he was out of a job in 1930 as the park was not reopened that year.

\* \* \* \*

Schedules on the Haverhill-Lawrence line in 1929 and 1930 continued to call for a basic hourly headway. Hourly service also was provided between Haverhill and Ayers Village, some trips running through to and from the City Hall and others connecting with Haverhill-Lawrence cars at Haverhill Junction.

But even this did not have long to last! The Northeastern, beset by continuing operating losses, went into receivership on January 9, 1930, and shortly thereafter, it was announced by the receiver, Robert B. Stearns, that the remaining rail lines would be motorized as soon as the necessary authorization was granted and buses were obtained.

A license to operate buses in Lawrence was granted by the municipal authorities of that city on March 17, 1930 and two weeks later, on March 31, a similar license was issued by the selectmen of Methuen. Licenses in Haverhill were obtained during May and on August 14, a certificate of convenience and necessity covering motor coach service in Haverhill, Lawrence and Methuen was granted by the State Department of Public Utilities.

In the meantime, 17 buses, each with a capacity of 23 passengers, were ordered from ACF Motors Co. under a lease-purchase agreement, and with the arrival of the first coaches, the training of bus operators commenced.

Tuesday, August 26, 1930, was the last day of trolley operation on the Haverhill-Lawrence and Haverhill-Ayers Village routes, with buses taking over the following morning. There appears to have been no ceremony of any kind marking the end of street car service although it is reported the trolleys were crowded on the final night as many patrons, present and former, took a sentimental last ride.

The new bus lines followed the old street car routes as closely as possible, some deviations being necessary on the Haverhill-Lawrence run because of the existing highway layout. In Haverhill, Washington Square was the terminal for the Haverhill-Lawrence and Haverhill-Ayers Village coaches but in Lawrence, the terminal remained at Essex and Hampshire streets.

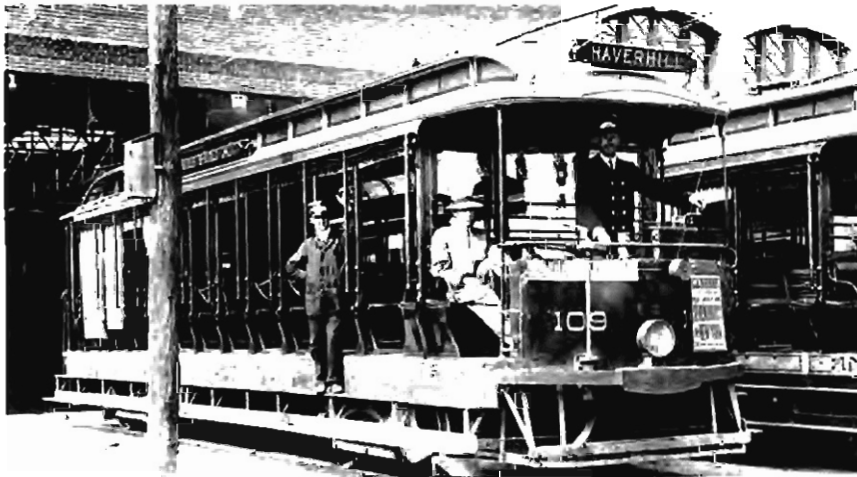
Dismantling of the railway system began in the fall of 1930 but the major part of the work was accomplished during the spring and summer of 1931. The overhead was removed and all rail except that in the paved streets was taken up, the copper and steel being sold for scrap.



James Hadley, in the office at the Salem carhouse, served both as a dispatcher and as an inspector on the Salem Division.

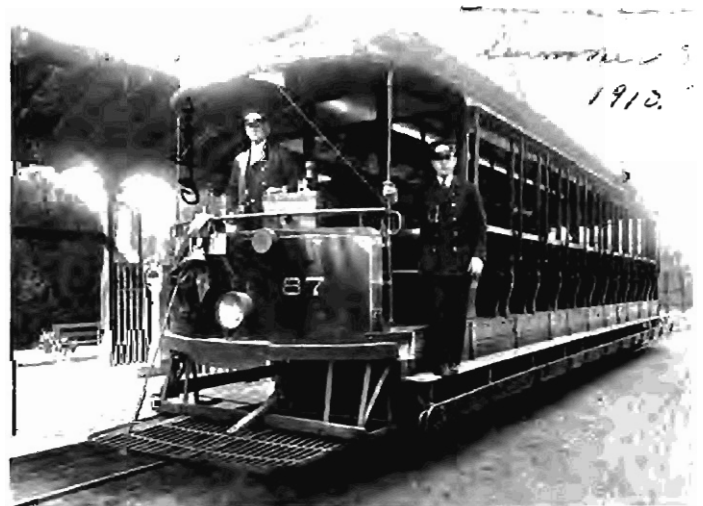


Roy Purinton is the motorman of No. 151, at the Salem carhouse.



M. J. Gaygan, who later was track foreman for the Salem Division, is the motorman of No. 109, at the Salem carhouse.

Charles H. Cahoon, motorman, and Clyde A. Aldrich, conductor, are the crew of No. 87, at the Canobie Lake Park terminal during the summer of 1910.



The Salem carhouse was sold on November 30, 1931 to James F. Flynn of Lawrence for \$5,500, plus 1931 taxes on the building, and also sold at the same time was Canobie Lake Park, purchased by Patrick J. Holland of Lawrence for \$17,000, also plus 1931 taxes. Closed during the summers of 1930 and 1931, the park was reopened by Mr. Holland in the spring of 1932 and, as stated in the introduction, continues in operation to the present day.

The old open waiting station at Canobie Lake Park has been fully enclosed for use as a storage building, while a small office building in the center of the former trolley loop still is used for administrative purposes. Part of the old private right of way leading to the original entrance has been paved over, as has also the loop area, but up until a few years ago, some of the old ties, left in place when the loop was torn up, still were visible. In the park itself, many of the original buildings still stand, although considerably altered in appearance. The old merry-go-round still carries its crowds of happy, shouting children and the music still is provided by a carousel organ.

There was some talk of converting the Salem carhouse to a municipal building but this plan was never carried out. The structure was used for storage purposes for a number of years and later served as a garage and shop for the Cooper Transportation Company of Lawrence. Now owned by Paul Garabedian of Salem, the building is fully occupied, part by the Canobie Shoe Company, part by a machine shop and part by a firm which fabricates steel guard fences for the median strips of superhighways. While many exterior changes have been made in recent years, the building still is recognizable as a former car barn.

The carhouse portion of the Pelham barn was razed during World War II, the steel roof trusses reportedly being used in the construction of a building at Quincy, Mass. The substation and office section was left standing, however, and is now the parish hall of St. Patrick Roman Catholic Church.

Other than Canobie Lake Park, the Salem carhouse and St. Patrick parish hall, there are comparatively few traces of the old Western Division remaining except for some of the private right of way which predominated on the lines west of Salem. Part of the roadbed on the Methuen Junction-Canobie Lake Park route was obliterated during the construction of Interstate 93, and in Pelham, a portion of Route 38, relocated some years ago, runs over former street

railway land, as also does one of the entrances to Benson's Wild Animal Farm in Hudson Center. It is still possible to pick out the site of Haverhill Junction and there still are a few bridge abutments here and there.

There regrettably is no complete list of all those who operated Salem and Western Division cars over the years but among the "blue uniform" men still working out of the Salem carhouse in January 1925 were Walter Baxter, Peter D. Brown, Edward C. Blodgett, Edward C. Blois, Willard R. Bodwell, William Crane, William L. Coffin, James E. Coles, W. E. Childs, Edward J. Devine, O. A. Daggett, Joe English, A. F. Foster, Howard E. Fox, Charles S. Goodrich, E. P. Hoyt, W. T. Handerson, William Kingdom, Charles R. Maker, Hugh McLean, Dan McLean, Tom Moore, Edward W. Pierce, E. H. Pettingell, James A. Rogerson, Jack Roberts, David E. Stevens, Edward A. Smith, Philip A. Thorp, William Thomas, Frank M. Tatro, George Woodbury, Perry Richardson and Lucius B. Whitcomb. Those still on the job at the time of the 1930 motorization included the two McLeans, Blodgett, Woodbury, Coles, Bodwell and Goodrich. Blodgett and Goodrich are known to have become bus operators.

Among inspectors on the Salem Division were Walter H. Smith and James H. Hadley, both of whom also served as dispatchers for a time. Dispatchers at Salem in 1925 included Robert H. Bailey and E. E. Blaisdell, while the foreman at the Salem carhouse from 1914 until the barn was closed in 1929 was Arthur L. Butterfield, who had come to Salem from the Citizens' Electric in 1912.

Many older Salem residents will recall Richard L. Jones, the master mechanic of the Northeastern until 1919. His successor was Harry A. Osgood, and among those working under him in 1925 were William J. O'Donnell, armature winder; John C. Saulnier, blacksmith; William J. McMasters, tinsmith; Angus McAskill, Clarence L. Whippie and W. L. Adams, carpenters; George Harden, Noble Henderson, George A. Pattee, Charles A. Menut, Robert L. Tessimond, Percy J. Call, Howard C. Smith and Howard G. Jameson, car repairers; John A. Pattee, George N. Spates, Herbert L. Clark and William Bourdelais, machinists, and L. J. Marshall, helper. Lorenzo F. Hyde and Clarence L. Kent were listed as carhouse men, while Thomas H. Turner and Reg Perry were painters and Clifford E. Titcomb was storehouse clerk. Ivan C. Reed was line foreman while rotarymen included Chester Rowell and Jack Welch. M. J. Gaygan and S. Ottavainni were track foremen.



Now housing the Canobie Shoe Company and other industries, the old Salem carhouse is still easily recognizable as a former car barn.



For a last look at Canobie Lake Park, here's the penny arcade. Yes, the small sign in the lower left of the photo says "Keep Off the Grass."



MASSACHUSETTS NORTHEASTERN STREET RAILWAY COMPANY

NOTICE OF DISCONTINUANCE.

NOTICE IS HEREBY GIVEN THAT AT MIDNIGHT ON WEDNESDAY, DECEMBER 26, 1928, the street railway service now furnished by this company's car line operated (1) between the junction of Essex and Hampshire Streets, Lawrence, Massachusetts, and the Methuen, Massachusetts-Pelham, New Hampshire, boundary line near the Methuen Town Farm; said car line being commonly known as the "Town Farm Line", and (2) between the junction of Essex and Hampshire Streets, Lawrence, Massachusetts, and the Methuen, Massachusetts-Salem, New Hampshire, boundary line near Hampshire Road in Methuen, said car line being a part of the line commonly known as the "Lawrence - Salem Line", WILL BE PERMANENTLY DISCONTINUED.

Massachusetts Northeastern Street Railway Company,

By C. L. Bartlett,  
Vice-President.

December 15, 1928.

MASSACHUSETTS NORTHEASTERN STREET RAILWAY COMPANY

TEMPORARY CONTINUANCE OF SERVICE.

That part of this company's street railway service in Lawrence and Methuen, Mass., which according to this company's posted notice dated December 15, 1928, was to be permanently discontinued at midnight on December 25, 1928, will be temporarily continued, a request for the continuance of such service having been received from the Department of Public Utilities.

Massachusetts Northeastern Street Railway Company,

By C. L. Bartlett,  
Vice-President.

December 26, 1928.

MASSACHUSETTS NORTHEASTERN STREET RAILWAY COMPANY

NOTICE OF DISCONTINUANCE.

NOTICE IS HEREBY GIVEN THAT AT 12.30 A. M. ON SUNDAY, MARCH 17, 1929, the street railway service now furnished by this company's car line operated between Hampshire Road, Methuen, Massachusetts, near the Methuen, Massachusetts - Salem, New Hampshire, boundary line and the Methuen, Massachusetts-Haverhill, Massachusetts, boundary line near Ayer's Village, Massachusetts, including the operation of all of this company's main line, sidings and railway system lying within the limits of the town of Salem, New Hampshire, WILL BE PERMANENTLY DISCONTINUED.

Massachusetts Northeastern Street Railway Company,

By C. L. Bartlett,  
Vice-President.

March 1, 1929.

MASSACHUSETTS NORTHEASTERN STREET RAILWAY COMPANY

NOTICE OF DISCONTINUANCE

NOTICE IS HEREBY GIVEN THAT AT 12.30 A. M. ON MONDAY, NOVEMBER 4, 1929, the street railway service now furnished by the operation of this company's cars (over the tracks of the Eastern Massachusetts Street Railway Company on Main Street) between the junction of Main and Merrimack Streets, Haverhill, Massachusetts, and the junction of Main and Court Streets, Haverhill, Massachusetts, WILL BE PERMANENTLY DISCONTINUED.

Massachusetts Northeastern Street Railway Company,

By C. L. Bartlett,  
Vice-President.

October 26, 1929.



**CANOBIE LAKE PARK**  
SALEM N.H.  
Massachusetts Northeastern St. Ry. Co.

Here's a lithographer's conception of Canobie Lake Park in the heyday of the trolley era. This advertising flyer was printed about 1925 as the lines from Salem to Pelham, Lowell and Nashua no longer appear.

# TROLLEYS TO CANOBIE LAKE PARK

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## MASS. NORTHEASTERN ST. RY.

VOL. 4

### SALEM DIVISION

O. R. CUMMINGS

